The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No 458.—Vol. XIV.] LONDON: SATURDAY, JUNE 1, 1844. [Price 6d.

VALUABLE TIN MINE AND MATERIALS FOR SALE. —TO BE SOLD, BY PUBLIC AUCTION, in One Lot, on the MINE, on Monday, the 3d day of June next, at Three o'clock in the afternoon, all that valuable and prospective TIN MINE, called WHEAL ANN, situate in the parish of Wendron, in the county of Cornwall (worked on the same lodes as the well-known and lucrative Wheal Trumpet Mine), together with its MACHINERY, MATERIALS, and EFFECTS, comprising ONE [illegible]-inch cylinder STEAM-ENGINE, with two boilers; ONE 16-inch cylinder WHIM-ENGINE, with capstan, shears, and shivers, capstan rope, whim chain, 7, 8, 9, and 10-inch rods and plates; a quantity of 5, 6, 7, 8, and 9-inch pumps, with H pieces, clackdoors, windbores, brass and other working pieces; several plunger poles, [illegible] fathoms of tramroad iron, smiths' bellows, anvils, miners' tools, a quantity of iron and timber, and a variety of other useful mining materials.

This mine and materials are offered for sale by and under the directions of the executors of the late Thomas Teague, Esq., deceased, and will be found well deserving the inspection and consideration of parties interested in tin mines, and of the public generally; and the monthly returns of tin are of considerable importance, and might be much increased.

Parties desirous of viewing the premises are requested to apply to the agents on the mine; to the auctioneer, Mr. Nicholas Trevena, Redruth; and for further particulars, to H. T. Smith, Esq., solicitor, Devonport; or to Messrs. Simmons, Paddison, and Simmons, solicitors, Truro.—Dated Truro, May 15. 7

To Iron Merchants, Export Ironmongers, Builders, Engineers, Shipbuilders, Boiler-makers, Smiths, Coopers, and others.—9[illegible] tons Iron and 20 tons Steel.—Millwall, Poplar.—By Mr. FULLER, on Monday, June 3, at Eleven o'clock, on the premises, the Regent's Wharf, Millwall, Poplar, near the West India Docks.

NINE HUNDRED AND TWENTY-FIVE TONS BAR AND BOLT IRON, and TWENTY TONS STEEL, comprising—

[illegible] tons No. 2 Welsh bolt, square and flat, from [illegible] to 5-16, [illegible] to 5-16, and 6 by 1 inch.
[illegible] tons No. 3, square and flat ditto, [illegible] to [illegible], and [illegible] by [illegible] to [illegible] by [illegible].
77 tons cable, round and flat, from [illegible] to [illegible], and [illegible] by [illegible] to [illegible] by [illegible].
107 tons shipbuilders' [illegible], from [illegible]-inch to [illegible]-16.
[illegible] tons Staffordshire coopers' hoops, from [illegible] to [illegible] inch.
[illegible] tons cut ditto, from [illegible] feet to [illegible] feet lengths, [illegible] to 1 inch.
[illegible] tons rail hoops, from [illegible] by [illegible] to [illegible] by [illegible].
[illegible] tons best angle iron, from [illegible] to [illegible].
[illegible] tons boiler plate, from [illegible] feet by 7 feet [illegible], [illegible] to [illegible] thick.
[illegible] tons best boiler plate, from [illegible] feet by [illegible] to [illegible] feet [illegible] by 1 feet 10, and 14 gauge.
[illegible] tons bolt square and flat Stafford iron, from [illegible] to 5-16, [illegible] inch to [illegible]-16, and [illegible] inch by [illegible].
[illegible] tons best ditto, [illegible] to [illegible], 1 inch to [illegible], and [illegible] by [illegible].
[illegible] tons best B ditto, [illegible] to [illegible], [illegible] by [illegible] to [illegible] by [illegible].
[illegible] tons nail rods, assorted, from [illegible] to 7-16.
[illegible] tons best fine bar and half round.
[illegible] tons standard eye tie, &c.
[illegible] fathoms [illegible] inch chain cable.
[illegible] tons blistered, shear, and spring steel.

The iron lying close to the river, gives every facility for water carriage. 2

To be viewed at the wharf seven days previous to the sale; catalogues had at the wharf, and of Mr. Fuller, No. 15, [illegible]-street, Fenchurch-street, City.

Approved bills, at three months, will be taken for any amount above £100.

SPELTER-WORKS FOR SALE.—TO BE SOLD, a SPELTER-WORKS, consisting of four furnaces, two calcining ovens, pot arch, heavy crusher with iron rim for reducing the ores, blacksmith's shop, warehouse, and every requisite for carrying on a work of this description. Coal, the great desideratum in spelter making, is to be had in abundance, and at almost a nominal price, the works being surrounded by collieries, and connected by a railway thereto, which also leads to the shipping port. The above works, and about two acres of ground, are held under a long lease, at a low rental, and ample [illegible] can be given by the proprietors for relinquishing the same.—For particulars, and to treat for same, apply to "W. R.," Post-office, Newport, Monmouthshire. 3

TO BE LET, and immediate possession given, the **SILVER AND LEAD MINE at KINGABELLA** (near Cork).—These mines are [illegible] well [illegible]—the adit level coming out on the [illegible], where large ships are loaded.—Further information may be obtained on application to Mr. [illegible] English, 3, Shorter's-court, Throgmorton-street, London. 4

TO BE LET, ON LEASE, the LOTHBROOKE MINE, in the parish of Luxborough, in the county of Somerset, seven miles from the port of Watchett, on the Bristol Channel. There is a full water power, and a well [illegible] furnace has been erected, where the best bar iron has been made, and from which excellent steel has been manufactured at Sheffield.—For further particulars address Mr. Samuel Westcott, steward, [illegible]-park, Taunton, Somerset. 5

VALUABLE COAL MINES AND MINERALS, under about eighty acres of land, in the parish of Hales Owen.—TO BE DISPOSED OF, BY PRIVATE TREATY, or LET ON ROYALTY, on advantageous terms, the whole of the MINES and MINERALS lying under about eighty acres of land, called the HOLT and CAKEWORK FARMS, in the parish of Hales Owen, either together or in part, as may be agreed upon. [illegible] For particulars apply to Mr. [illegible], general agent, [illegible], Cherry-street, Birmingham. 6

COLLIERY AND MINES OF IRONSTONE, in SOUTH STAFFORDSHIRE.—TO BE LET, ON LEASE, and entered on immediately, the BRADES HALL COLLIERY, near Tividale, in the parish of Rowley Regis, adjoining the Birmingham Canal, and the turnpike road from Birmingham and Oldbury to Dudley, with all the PITS, GATE ROADS, and other works, [illegible] in the Brades Hall Estate, consisting of eighty-one acres. [illegible]—Applications to be made to William Lewis, Esq., of [illegible]; or Messrs. T. and R. Fenton, solicitors, Newcastle-under-Lyme.—May [illegible]. 7

COAL AND IRONSTONE.—TO BE LET, and may be entered upon immediately, the MINERALS lying upon a farm of [illegible] acres, in the township of [illegible], in the parish of Mold, county of Flint, [illegible].—Application to be made to Mr. Joseph [illegible], [illegible], Chester. 8

COLLIERY WANTED.—WANTED, to Rent, a COLLIERY. —Any gentleman having a WORKING COLLIERY TO LET, or a tract of coal unopened, may MEET with a TENANT, by addressing a letter, stating full particulars, to "J. F.," care of the Editor of the Mining Journal, Railway and Commercial Gazette, 26, Fleet-street, London.

P.S.—The advertiser would not object to undertake the entire management of a colliery, or to accept [illegible] in lieu of salary. 9

TO BE SOLD, BY PRIVATE TREATY, all that well-known LEAD MINE, called [illegible], in the parish of [illegible], in the county of [illegible] [illegible] 10

TO ENGINEERS, DRAUGHTSMEN, &c.—STEPHENS'S [illegible] 11

MINE SHARES.—FOR SALE, ONE SHARE in WHEAL SEATON, and ONE SHARE in WHEAL PROVIDENCE.—Apply to Mr. HENRY THOMAS, Mineral Agency Office, 6, George-yard, Lombard-street. 12

LANIVET CONSOLS MINING COMPANY.

Capital £[illegible], in [illegible] shares, of £[illegible] each.—Deposit £[illegible] per share.

This valuable COPPER MINE, situated near Bodmin, in the county of Cornwall, is in full working order, with powerful steam-engine and adequate machinery—making regularly increasing returns, and offering prospects of a superior description. The proprietors will DISPOSE of ONE THOUSAND SHARES, on which a deposit of £[illegible] each will be paid, to form a fund for extending the operations, and the amount thus raised will, it is confidently expected, suffice to bring the mine into a permanently profitable condition; but should further calls be required, all the shares will be alike subject thereto.

Prospectuses may be obtained from the secretary, Mr. Henry Thomas, 6, George-yard, Lombard-street, to whom application for shares is to be made.

*** Specimens of the ore may be seen, and plans and sections referred to. 13

ANGLO-MEXICAN MINT COMPANY.—The shareholders in this company will please to take Notice, that DIVIDENDS of TWELVE SHILLINGS per share on the whole shares, and THREE SHILLINGS per share on the half shares, will be PAYABLE at this office, daily, on and after Monday, the 3d of June next.—Claims to be made three clear days previous to payment. A printed form, for making the claims, to be obtained on application at the office.

G. B. LONSDALE, Secretary.

5, New Broad-street-buildings, London, May 29. 14

MEXICAN AND SOUTH AMERICAN COMPANY.—Notice is hereby given, that the NINTH ANNUAL GENERAL MEETING of the proprietors of shares in the Mexican and South American Company, will be held at the office of the Anglo-Mexican Mint Company, 5, New Broad-street-buildings, on Wednesday, the [illegible] day of June next, at One o'clock precisely.—At this meeting a director will be elected in the place of H. Eubank, Esq., who retires by rotation, but is eligible to be re-elected.

H. W. SCHNEIDER,
Managing Director.

1[illegible], New Broad-street Mews, May 2[illegible]. 15

ST. JOHN DEL REY MINING COMPANY.—Notice is hereby given, that the FOURTH HALF-YEARLY DIVIDEND, being FIFTEEN SHILLINGS per share, on the shares in this company, will be PAID at this office on Monday, the 3d of June next, and every succeeding day, between the hours of Ten and Four.—Forms for claiming the dividend may be obtained at the company's office, and must be left three clear days for examination, previous to payment.

GEO. D. KEOGH, Secretary.

5, Tokenhouse-yard, Lothbury, May 2[illegible]. 16

ASSAYING.—IMPORTANT TO THE PROPRIETORS AND SHAREHOLDERS OF MINES.—ASSAYS of LEAD, COPPER, IRON, TIN, MANGANESE, and all other ores, are conducted by Mr. MITCHELL, analytical chemist, late of the Royal Polytechnic Institution, No. [illegible], [illegible], Kentish Town.—N.B. Gentlemen instructed in assaying and general analysis. 17

MINERAL BORING.—GEORGE STOTT, MINERAL BORER, most respectfully tenders his thanks to his friends and the public for the favours conferred upon him in the exercise of his profession, and begs to inform them that he has taken his son, RAWLING STOTT, into PARTNERSHIP, and that the business will in future be carried on under the FIRM of "GEORGE STOTT and SON," who trust, by [illegible] attention and strict integrity, to merit a continuance of patronage and support.—G. S. hopes, by this arrangement, to increase the confidence of those who may employ himself and son, as he will be enabled to pay [illegible] attention to the works in progress.

Ferry hill, near Rushyford, Durham, May [illegible]. 18

ANTHRACITE COAL.—A REGULAR SUPPLY of this COAL, large [illegible], and of the first quality, may now be obtained. [illegible] for stoves, laundry, and cooking purposes, [illegible] as a fuel emitting a greater heat and an entire freedom from smoke than any other. Price £1 7s. per ton delivered. Orders to be forwarded to Messrs. DICKENS and Co., coal merchants, Jamaica Wharf, Upper Ground-street, Blackfriars; or to Mr. Bigg, 9, Old Jewry Chambers. 19

TO CHEMISTS, COLOUR MANUFACTURERS, MINERALOGISTS, and OTHERS.—TO BE SOLD, the UNEXPIRED TERM of the LEASE of an old-established COLOUR MILL, in full trade, with an extensive mineral royalty. The property is situate in the most romantic part of Derbyshire.—For particulars apply to Messrs. Milnes and Newbold, solicitors, Matlock Bath, Derbyshire, or to Mr. [illegible], solicitor, 18, [illegible]-street, London. 20

IRON, TIN PLATES, WIRE, &c.—WILLIAM FOX, METAL BROKER, No. 7, MANCHESTER-STREET, LIVERPOOL, OFFERS HIS SERVICES to the PURCHASERS or SELLERS OF IRON, TIN PLATES, or WIRE.—From his knowledge of the trade, and extensive connection with the principal merchants, manufacturers, and dealers, he is enabled at all times to [illegible] any one, favouring him with their commands, in the best possible position as buyer or seller.—W. Fox's charge of brokerage is [illegible] per cent. upon transactions above £[illegible]; under that amount [illegible] per cent.—payable only by the vendor. 21

ANDREW SMITH'S PATENT GALVANISED WIRE ROPE, WARRANTED NOT TO CORRODE; FOR MINING, RAILWAY, AND SHIPPING PURPOSES.—The Royal yacht VICTORIA AND ALBERT, PENELOPE, VIRAGO, HERMES, and several other ships in the Royal Navy, as well as the Merchants' Service, have been FITTED WITH ANDREW SMITH'S PATENT WIRE ROPE; it is about half the size and weight of hempen rope and one-third cheaper.—For particulars apply to Andrew Smith, 3, White Lion-court, Cornhill; 65, Princes-street, Leicester-square; or at the works, Millwall, Poplar, London. 22

MOREWOOD'S PATENT GALVANISED TIN PLATES, for ROOFING, GUTTERING, SPOUTING, CHIMNEY TOPS, &c.—This material having been extensively used by Government in in her Majesty's Dockyards, is strongly recommended to the notice of ARCHITECTS, BUILDERS, SURVEYORS, and the public generally, as being far SUPERIOR and CHEAPER than any METALLIC COVERING at present in use. Testimonials and further particulars may be obtained on application to J. W. KINCAID, AGENT, 20, Nicholas-lane, Lombard-street. 23

MACHINERY OIL.—The PUREST VEGETABLE OIL, for MACHINERY use, which resists the [illegible] of the same temperature with sperm oil, is now SOLD by EDWARD PRICE and CO., Belmont, Vauxhall, at [illegible] per imperial gallon [illegible]. 24

TO ARCHITECTS, ENGINEERS, BOILER-MAKERS, BOAT-BUILDERS, &c.—NAPTHA BLACK VARNISH.—The Naptha Black Varnish, or Government Navy Varnish, will dry in five minutes, leaving no smell or stickiness. [illegible] Sold in [illegible], at [illegible] per gallon, by W. H. LONG, [illegible] 25

TO ENGINEERS, RAILWAY CONTRACTORS, MINING AGENTS, IRONMASTERS, and OTHERS REQUIRING FINE GREASE for MACHINERY and AXLES of every description.—JOSEPH PERCIVAL'S IMPROVED ANTI-FRICTION GREASE [illegible] 26

PATENT CAMPHINE—PUBLIC CAUTION.—As many [illegible] COUNTERFEITS of CAMPHINE [illegible]

N.B.—None but "[illegible] Patent Camphine" is genuine.

THE NEW LIGHT.—GREAT NOVELTY.—The PATENT CAMPHINE LAMP [illegible] 27

THE PATENT GALVANISED IRON COMPANY beg leave to inform the public, that they have REMOVED their OFFICES from [illegible] White Lion-court, to No. 3, MANSION-HOUSE-PLACE. 28

EASTERN COUNTIES RAILWAY.—COLCHESTER LINE. REDUCTION OF FARES.

On and after the 1st of JUNE next, the FARES on this line will be as follows:—

LONDON TO AND FROM

	First Class.	Second Class.	Third Class.
Stratford	[illegible]	[illegible]	—
Ilford	[illegible]	[illegible]	[illegible]
Romford	[illegible]	[illegible]	[illegible]
Brentwood	[illegible]	[illegible]	[illegible]
Ingatestone	[illegible]	[illegible]	[illegible]
Chelmsford	[illegible]	[illegible]	[illegible]
Witham	[illegible]	[illegible]	[illegible]
Kelvedon	10 [illegible]	[illegible]	[illegible]
Colchester	12 [illegible]	[illegible]	[illegible]

Offices, Shoreditch Station, May 29. 29

EASTERN COUNTIES RAILWAY.—COLCHESTER AND CAMBRIDGE LINES.—SEASON TICKETS.

FIRST-CLASS SEASON TICKETS, for either line, may be obtained on application at the Company's office, London Station.

Eastern Counties Railway Office, Shoreditch Station, May 2[illegible]. 30

ORLEANS, TOURS, AND BORDEAUX RAILWAY.—ALLOTMENT OF SHARES.—The application for SHARES in this company having EXCEEDED, by nearly fourfold, the number for distribution in England, the directors regret the impossibility of complying, to the full extent of their wishes, with the numerous applications from individuals of the highest personal character or commercial standing. Several applications were unavoidably, but necessarily, excluded from the list, in consequence of informality, either by the signatures not being attested, or the document being mutilated, by separating the application from the conditions upon which it was made. The directors trust that this notice will be sufficiently explanatory to those who may find themselves but partially completed in the allotment, or wholly omitted from it. It is utterly impossible to reply to any further letters on the subject.

Temporary Offices, 27, Austinfriars, London, May 28.

ORLEANS AND TOURS RAILWAY.

The shareholders in the Orleans and Tours Railway who paid the deposit of £[illegible] per share last year, have the privilege of exchanging their deposit receipts for an equal sum in the Orleans, Tours, and Bordeaux Company (and double their former number of shares), or they may have the money returned, if they prefer it, on production of the deposit receipt. On the [illegible] of June next this privilege will cease, and the money only will be returned, without deduction, but without interest.

By order of the directors, W. P. NEEDHAM.

27, Austinfriars, London, May 2[illegible]. 31

GRAVESEND, STROOD, ROCHESTER, AND CHATHAM RAILWAY.—MR. EMSLIE'S LINE.

The provisional committee beg to give notice, that no FURTHER APPLICATIONS for SHARES in this company WILL BE RECEIVED after SATURDAY, the [illegible] inst. The allotment of shares will be made as early after that day as possible.

By order of the provisional committee,

HENRY MEAD, Secretary.

Prospectuses, with plans and forms of application, may be had of the Secretary, at the offices of the company, 13, Moorgate-street; W. Lines, Esq., solicitor, [illegible], Fenchurch-street; Messrs. F. and W. Atkinson, Throgmorton-street, London; Mr. Richard Dawson, [illegible]; Messrs. [illegible] and Kennedy, Leeds; and Mr. [illegible] Bradley, Exchange Arcade, Manchester. 32

GUILDFORD JUNCTION RAILWAY.—CONTRACT FOR WORKS.—The directors of the Guildford Junction Railway will meet on Wednesday, the [illegible] of June, to RECEIVE TENDERS for the CONSTRUCTION of their RAILWAY, [illegible] in length.—Plans, sections, and specifications of the work may be inspected and copied at Mr. Gray's office, [illegible], Adelphi-terrace, London, on and after the [illegible] day of May inst.

Sealed tenders, addressed to the chairman of the board of directors, must be left at Mr. Gray's office, on or before Eleven o'clock, on Wednesday, the [illegible] day of June next.—The party whose tender is accepted will be required to enter into a bond to the amount of [illegible] per cent. upon his contract, and give two sureties for the due performance of such contract; the names of which sureties, with their description and address, must be set forth in the tender.

GEORGE HADLEY, Secretary.

Guildford Junction Railway Office, [illegible], New Broad-street, May [illegible]. 33

ATMOSPHERIC RAILWAY.—CAUTION.—The directors of railways, and the public in general, are CAUTIONED against entering into any CONTRACT or CONTRACTS with any person or persons, WITHOUT the CONSENT of Mr. HENRY PINKUS, who is the sole inventor and patentee of the Atmospheric Railway, as shown on the Dublin and Kingstown line. [illegible]—Any information desired may be obtained at our offices.

Gray's Inn, 28th May, 1844. JENNINGS and [illegible]. 34

PATENT OXY-HYDROGEN FURNACE FOR STEAM-BOILERS, LOCOMOTIVE-ENGINES, BREWERS' COPPERS, and other purposes, COMBINING the two important desiderata, GREAT ECONOMY OF FUEL, AND TOTAL ABSENCE OF SMOKE.

SWAYNE AND BOVILL,

MILLWALL, POPLAR, AND [illegible], ABCHURCH-LANE, CITY,

Engineers and Patent [illegible] [illegible] OF THIRTY PER CENT. [illegible] 35

SEYSSEL ASPHALTE COMPANY.—"CLARIDGE'S PATENT," ESTABLISHED 1838.

[illegible]

J. FARRELL, Secretary, Seyssel Asphalte Company's Office, "Claridge's Patent," [illegible]. 36

*** [illegible]

OFFICE FOR PATENTS OF INVENTIONS AND REGISTRATION OF DESIGNS,

No. 14, LINCOLN'S-INN-FIELDS, LONDON.

[illegible]

[illegible], 14, Lincoln's-Inn-fields, London. 37

PROCEEDINGS OF SCIENTIFIC BODIES.

GEOLOGICAL SOCIETY.

May [illegible].—The President, Mr. Warburton, in the chair.

The following papers were read:—A letter from Dr. Ick on some new fossil specimens, from the South Staffordshire coal-field.

"On the Geology of Cape Breton," by Mr. R. Brown.—The newest stratified rocks in the Island of Cape Breton belong to the coal formation. The coal-field of Sidney occupies an area of 250 square miles, and appears, from the dip of the beds, to be a portion of a still more extensive field. The coal measures repose on millstone grit of variable thickness, and great extent. Beneath the millstone grit lies carboniferous limestone, associated with extensive beds of gypsum and marls. These gypsiferous beds lie upon conglomerates, which pass downwards into slates, corresponding to the greywacke formation in Europe. In places the eruption of red granite has converted the schists into white marble. Igneous rocks of various forms, greenstone, porphyries, syenites, and trap, occupy a considerable portion of the island.

"On the Anthracite Formation of Massachusetts," by Mr. Lyell.—The author states that the fossil plants associated with the anthracite of Wrentham, Cumberland, and Mansfield, on the borders of the States of Rhode Island and Massachusetts, are of true carboniferous species. The strata containing them as shown by Hitchcock, Jackson, and others, pass into mica schist, clay slate, and other metamorphic rocks. The bed of plumbago and anthracite, two feet thick, at Worcester, Massachusetts, is separated from the anthracite before mentioned, by a district of gneiss, thirty-five miles wide. This bed Mr. Lyell regards as coal in a still more completely metamorphic state, all the volatile ingredients having been discharged, and carbon alone remaining, the accompanying coal shales and grits having been turned into carbonaceous clay slate, mica schist, with garnets, and quartzite. No similar beds are found in the North American Silurian formations.

PROCEEDINGS OF PUBLIC COMPANIES.

ST. JOHN DEL REY MINING COMPANY.

The fourteenth annual general meeting of the proprietors of the above company was held at their offices, Tokenhouse-yard, on Thursday, the 30th ult.

John D. Powles, Esq., in the chair.

The **Secretary** read the advertisement convening the meeting, after which the **Chairman** read the report of the directors, and statement of accounts as follows:—

REPORT.

In their last report, the directors stated that "the proprietors might reasonably look for the continued payment of half-yearly dividends;" they accordingly, then, declared a dividend of 15s. per share, and again, on the 30th November last, a further half-yearly dividend of 15s. per share, payable the 5th December following, on which occasion they issued the following circular:— "Nov. 30, 1843.

"The directors have this day declared a third half-yearly dividend, being 15s. per share, payable on the 5th December next. The gross amount of produce at Morro Velho, for the six months ending the 31st of August last, has been as follows:—

March	£[illegible]	June	£[illegible]
April	[illegible]	July	[illegible]
May	[illegible]	August (estimated)	[illegible]

Making a total of		£[illegible]
The expenditure for the six months, as nearly as it can at present be stated	£[illegible]	
The duty, 5 per cent. at the mines, and 1 per cent. on exportation	[illegible]	[illegible]
Net profit at Morro Velho		£[illegible]

The following is a statement of the company's finances:—viz.:

Cash at Messrs. Barclay and Co.'s this day	£[illegible]
Railway debentures	1,000
	£[illegible]
Deduct drafts running	7,000
	£10,000
Fifteen shillings per share will take	£ [illegible]
In Brazil the amount of funds in the managers' hands, on the 31st of Aug., was about	£ [illegible]
Gold on hand at the same date, about [illegible] oits., value about	3,000
	£ [illegible]
Owing in Brazil—about	[illegible]
Surplus in Brazil	£ [illegible]

By order of the directors, Geo. D. Keogh, Secretary."

The directors have now to lay before the proprietors a detailed report of their proceedings during the past year; they are happy to state it is one which they can present with satisfaction to themselves, and which they believe will be received with satisfaction by the proprietors.—The monthly produce of gold during the year 1843, has been as follows:—

January	oits. [illegible]	July	oits. [illegible]
February	[illegible]	August	[illegible]
March	[illegible]	September	[illegible]
April	[illegible]	October	[illegible]
May	[illegible]	November	[illegible]
June	[illegible]	December	[illegible]
Total oitavas			[illegible]

The produce of [illegible]

[illegible]

PRODUCE.

Years.	Tons ore stamped.	Oits. of gold.	Oits. of gold p. ton of ore.
1841	[illegible]	[illegible]	[illegible]
1842	[illegible]	[illegible]	[illegible]
1843	[illegible]	[illegible]	[illegible]

[illegible]

The following is the state of the company's finances in England:—

Cash at the bankers' on the 11th inst.	£[illegible]
Bullion at the Bank of England	[illegible]
Railway debentures	1000
	£[illegible]
To pay—Drafts running, drawn from Brazil	[illegible]
Surplus	£[illegible]
In Brazil—Cash in the hands of Messrs. W. Harrison and Co.	£[illegible]
Bills the superintendent	[illegible]
	£[illegible]
Due for salaries and wages in Brazil	[illegible]
Surplus in Brazil	£[illegible]

In the annual report from the superintendent, will be found all matters of detail respecting the establishment at Morro Velho; and subjoined will be found the balance sheet, the statement of receipts and expenditure for the past year, the profit and loss account, gold remittances, and the statement of expenditure and produce at the mines.

The directors are not aware that they can do better than close their present report with the following extract from that of the preceding year, the accuracy of the view contained in which has been fully confirmed during the experience of the past year:—"On the whole, the directors believe that they may venture to look upon the present condition of the undertaking as very satisfactory. It appears to be at length established on a firm basis. The ore, as has already been stated, exists in abundance—it is proved by experience to be capable of being economically raised and profitably reduced—the course of the lodes, and the best mode of opening them out and working them, have been ascertained by experience—machinery, to a certain extent of power, for treating the ores, has been perfected, and more is in progress—water, for keeping it in motion, is secured—and the directors are bound to express their conviction, that the management on the spot is vigorous and effective. Lastly, every month's working now yields a fair profit, and the proprietors may reasonably look for the continued payment of half-yearly dividends."

The produce account shows the gross produce of gold at Morro Velho, during the past year, to be [illegible] oits., less duty, 7 per cent., [illegible] oits. The net produce, [illegible]—At the average net proceeds of [illegible] per oitava, is [illegible].

Statement of Receipts and Expenditure, from May 9, 1843, to May 11, 1844.

RECEIPTS.

Brought forward from last account—		
Balance at the bankers'	£[illegible]	
Cash in the office	[illegible]	[illegible]
Proceeds of six shipments of gold		[illegible]
Received for interest		[illegible]
Total		£[illegible]

EXPENDITURE.

Acceptances outstanding, as per balance sheet of May, 1843		£ [illegible]
Drafts of agents in Brazil		[illegible]
Salaries and wages in England, on account of parties in Brazil		[illegible]
Stores sent to Brazil		[illegible]
Sending parties to Brazil		[illegible]
Insurances		[illegible]
Investment in Newcastle and Carlisle Railway Debentures, at 4½ per cent. interest		1,000 0 0
Second half yearly dividend, due 1st June, 1843		[illegible]
Third half yearly dividend, due 5th December, 1843		[illegible]
Proprietors of forfeited shares		[illegible]
Salaries to directors, secretary, clerk, rent, office expenses, stationery, postage, advertisements, and incidental expenses		[illegible]
Balance at the bankers'	£[illegible]	
Cash in the office	[illegible]	[illegible]
Total		£[illegible]

The **Chairman** congratulated the meeting on the very favourable nature of the report they were enabled to lay before them, and if there were any points on which the proprietors wished for further information, he should be most happy to afford it as far as lay in his power; on which Mr. Jago requested to know how it was the charge of commission on the shipment of gold in the account now submitted, was more in relative proportion, in comparison with the quantity shipped, by about 200l. than what was paid last year?—The **Chairman** replied that the charge was at the rate of 1½ per cent., which, if calculated on the amount passed through their agents' hands, would be found to make the sum now charged, although there would always be some slight variation, in consequence of the fluctuation in the exchanges.—Another **Proprietor** requested to know, if there were any funds appropriated to the assistance of their labourers should they require it? to which the **Chairman** replied there were not, nor was it required, as all on their establishment received double the amount, or even more, than they would obtain in this country, and, with common prudence, were able to provide for any contingency; and, as an instance that they did save money, they had recently been employed in the purchase of freehold property for two of their servants to the extent of between 400l. and 500l. He proposed the re-election of Messrs. Donaldson and Harry, the directors going out by rotation, as also Mr. R. Dobson and Mr. Loughnan, as auditors, which being assented to, and a dividend of 15s. per share declared payable on and after Monday, the 3rd proximo, and there being nothing further before the meeting, a vote of thanks was passed to the chairman and directors for their services during the past year.—Previous to separating, the **Chairman** took occasion to mention that, during the time their affairs were in a less prosperous state than at present, the directors had abstained from drawing their allowance, amounting to 700l.; but being now in a very different position, they had determined on receiving those arrears, which would, consequently, increase the charge for management in the next year's account, which was the reason for his mentioning it at the present time.—A **Proprietor** thought it would be more satisfactory to the directors that a resolution should be passed by the meeting to that effect, which was accordingly done, for which one of the directors returned thanks.—The meeting was then adjourned.

ALTEN MINING ASSOCIATION.

The annual meeting of this company took place at Winchester-house, Old Broad-street, on Thursday, the 30th ult.—The chair having been taken by G. B. Carr, Esq., Mr. Chas (the secretary) read the advertisement, and the minutes of the last meeting, which were confirmed.—At the request of the chairman, the following report was then read to the meeting by the secretary:—

REPORT.

At the special general meeting, held on the 20th December, the results of the year, so far as they could then be made up, were laid before you; [illegible]

[illegible]

A most favourable report from Mr. Crowe, the superintendent, and Mr. Thomas, the mining engineer, was also read to the meeting.

The **Chairman** then said, Mr. Crowe having been superseded by [illegible]

[illegible]

persuaded, if the secretary were permitted to read that, with any remarks the chairman thought proper to make, it would be found to be one of the most cheerful accounts that had been before them for a long time. (Hear, hear.) He thought they had great reason to congratulate themselves that Mr. Labouchere and Mr. Woodfall had been pleased again to consent to enter the direction, and, with permission, he would also propose that those two gentlemen be directors of the company. (Applause.)—Mr. **Mocatta** seconded the motions, and said it was a subject of great importance to the well being of the concern that those two gentlemen had again entered the direction, as it would give increased confidence to the proprietors; though he admitted that the gentlemen now in office had exhibited great ability and anxiety for their welfare—still, the addition of these two could not fail of being most valuable for the proprietors. (Hear, hear.)

Mr. **Labouchere** said it would be very necessary, for them to go on satisfactorily, to have such a gentleman as Mr. Woodfall, who was so perfectly acquainted with the accounts, and, from his general and commercial knowledge, was able to detect if anything were done that would be materially injurious to the company. He was sure it would be a great pleasure to him, and to Mr. Woodfall, to act with the three gentlemen who kindly stepped into the gap when they abandoned the direction. He hoped they would now proceed in a more prosperous manner than they had hitherto done, for he did now really see a prospect of some profitable return, and, if such were not his feelings, he would rather propose to break up the concern, than to continue operations. (Hear, hear.)—The report, and motion for re-electing Mr. Labouchere and Mr. Woodfall, were then agreed to unanimously.

Mr. **Poynder** suggested that when the shares of the company were in their present unnaturally low state, they should be bought up by the directors for the good of the company.—The Chairman, Mr. Labouchere, and Mr. Mocatta, thought the suggestion good, if they had much surplus money; but as they had only a small sum to fall back upon, it could not be embraced.

Mr. **Poynder** then proposed a vote of thanks to Mr. Crowe, their late superintendent, which was seconded by Mr. **Labouchere**, and agreed to.

Mr. **Poynder** wished to know if the last call had been paid on the 5000 shares, except the [illegible].—Mr. **Murray** (a director) said yes; and that some of those parties were out of London, but not one had actually refused to pay the call. (Hear, hear.)—Mr. **Mocatta** drew attention to keeping down the expenditure, from the uncertain nature of mining operations—many of which companies he had known by a strict economy in the expenses to have been able to pay something like a dividend. (Hear, hear.)—The **Chairman** said, that was a chief object with the directors. In the smelting there would now be a great saving. They had also much more favourable indications in the mines than at any period before. (Applause.)

Mr. **Labouchere** then proposed a vote of thanks to the directors (Messrs. Carr, Murray, and Pike) for their readiness in accepting the office of directors, and for the zeal and ability they had displayed in managing the affairs of the company—which was seconded by Mr. **Mocatta**, and agreed to unanimously.

PATENT GALVANISED IRON COMPANY.

The annual general meeting of the Porth Cawl Iron and Coal Company was held at the North and South American Coffee-house on Friday, the 31st ult., when a very satisfactory report of the affairs of the company was submitted. It was stated, that the furnaces had produced 900 tons of excellent iron in the last month at a cost considerably below the average of the Welsh iron works, and that that cost was likely to be still further reduced. The acquisition of the black band property was dwelt on with much satisfaction, as placing the company in a position to make iron with profit, even in times of greater depression than have ever yet been experienced. The present prosperous condition of the iron trade was also a source of congratulation; and large sales of pig iron were reported.—The terms of the purchase of the Staffordshire Iron Mills were submitted and approved; and it was stated, that their reputation is excelled by none in Staffordshire, and that they are in full and profitable operation.—The arrangements for the exclusive license for galvanising, by Sorel's process, were then submitted and approved. By these arrangements, the business of the proprietors of the galvanised iron patents is assumed by the Porth Cawl Company, which may now be considered, as to all trading purposes, as extinct, as a resolution was passed unanimously that the Patent Galvanised Iron Company be forthwith formed. This resolution was founded on the fact of 11,[illegible] shares having been absolutely subscribed for, and the assurance that 1272 more would be taken by the 10th of June, the day to which the appropriation for the existing shareholders must be kept open.—The directors were then authorised to issue 5000 of the remaining shares to the public; but, as we were given to understand that a prospectus will be published in a few days, we deem it premature to remark upon the advantages which it was stated would be held out to subscribers. The directors were bound not to issue any shares below a price then fixed, which we understand to be 16l. per share.—The progress of galvanised iron was stated to be equal to the most sanguine expectations which had been formed; important testimonials had been received from the Trinity House and Government departments—several ships had already been sheathed with it, and fresh orders were coming in almost daily; among the rest, the General Steam Navigation Company was mentioned, as having ordered the *Little Western* to be sheathed with the material.—Auditors having been appointed, and thanks voted most cordially to the chairman and directors, the meeting was adjourned to June 22.—[The several accounts submitted, and the financial details, must be deferred until next week, arising from the late hour at which the proprietors separated.]

CORNUBIAN MINING COMPANY.

A meeting of the adventurers in this company was held at the offices, Finsbury-square, on Friday, the 31st ult., at which, however, the attendance was slight, not more than ten or a dozen proprietors being present.—Peter [illegible], Esq., took the chair.—The report of the directors, with several abstracts of accounts were read as follows:—

At the last general meeting, the directors led you to expect a favourable result from the succeeding year's operations, and it is now their duty to endeavour to make it appear so, to your satisfaction; and, although the result may not have equalled your expectations, they have some confidence that when you have well considered the position of the undertaking, as compared with that of the previous year, and in connection with the works then in progress, and which have since been completed, you will have just reason to think that a considerable improvement has taken place in the position of the mines. The directors, feeling that the accounts are the most important part of their duty on this occasion, have had them audited by Messrs. Thomas and Leary, who have certified to their correctness, and will now submit them to you. Captain Bowe's report will also be read, which, being at considerable length, and entering most fully into the subject, not only of the present position of the mines, but also what has been done, what is doing, and what is further contemplated, the directors reserve their opinions and recommendations until you are put into a position the better to form a correct judgment.

Statement of Accounts to 25th May, 1844.

Dr.	
Balance last meeting, held 24th May, 1843	£ [illegible]
Expenditure	[illegible]
Total	£[illegible]
Cr.	
Calls paid	£ [illegible]
Received on the 5th instalment	[illegible]
Balance	[illegible]
Total	£[illegible]

Richard Thomas, } Auditors.
Chas. Leary,

[Capt. Bowe's report was then read, which will be published in our next Journal.]

[illegible]

A general conversation ensued on the prospects of the mine, and the nature of the workings during the past twelve months, from which it appeared, that on making up the accounts to the end of March a balance of about 600*l*. was against the company; that during the past year a large outlay had been made upon the mine—the sum of 700*l*. to 800*l*. having been expended in machinery alone. A further extent of ore ground to the west, 400 fathoms, had been secured at 1-18th dues, to which it was proposed to devote a further capital than that already employed. The lode at five fathoms from surface was represented as containing rich stones of lead, being three feet big; it would require nine months to drain the level 100 fathoms, which might be done at 40*l*. per fathom. The ore produced 16 in 20 for lead, with 33 oz. 11 dwts. of silver to the ton of ore. Murray's engine was represented by the chairman as being able to command a depth of 200 fathoms.

The principal business of the meeting was the consideration of the proposed measure of issuing new shares, with the view of providing the necessary capital for working the additional ground; and although nothing could be done, a special meeting having been called for the purpose, yet much discussion ensued, and the subject may be said to have been fully entered upon. The present number of shares is 2000, of 5*l*. each, on which 3*l*. per share has been paid, consequently a further capital of 4000*l*. is available; but to preclude the necessity of making a further call, and, at the same time, reserving for a "rainy day" the surplus 4000*l*., the directors propose increasing the capital of the company by a further issue of 2000 shares of 5*l*. each, on which 3*l*. per share shall be called, so as to place them on a level with the present shares; thus, in fact, making the company to consist of 4000 shares, with 3*l*. paid—the 6000 to be called being applicable to the proposed outlay, and a surplus, or unpaid up capital, of 8000*l*. remaining. No certificates to be issued until the calls on the shares, to the extent of 3*l*. per share, had been paid; all further calls being pro rata on the shares of the company.

Some objections were offered on the part of a PROPRIETOR, on behalf of one or more principal shareholders, to the proposed plan—he observing, that only 6000*l*. had been paid up; while, assuming 6000*l*. more to be required for the new ground—as they were led to expect the present mine would shortly be returning a profit—it was clear that the entire amount of capital required would not exceed 12,000*l*., even supposing the new ground made no returns. He could not, therefore, see the necessity of increasing the number of shares to the extent contemplated, as such would leave a surplus of 4000*l*. His impression was, that the object would be accomplished by the creation of an additional 1000 shares.

The CHAIRMAN observed, that he for one was not disposed to incur responsibility unnecessarily; and that as the directors would not expend more than was indispensably necessary, he could not see the objection which appeared to exist to the proposed plan, which had been duly considered by the board; it was not, however, a matter that could then be determined, although he considered the discussion useful. As regards the outlay required on the newly attained sett, he might observe, that Captain Rowden (of Godolphin) and Messrs. West, Brothers, the engineers, had made an estimate, from which it appeared, that the amount requisite would be 6535*l*.; the principal heads of which were—60 inch cylinder engine, 2000*l*.; rope, 250*l*.; engine-house, 300*l*.; foundation buildings, &c., 500*l*.; sinking shafts, 600*l*.; driving adit, and ten, twenty, and thirty, fathom levels, 1200*l*.; cross-cut, 300*l*.; winzes, 200*l*.; shafts, 200*l*.; platts, 50*l*. These, with other items for materials, stores, &c., make up the full amount—while two years are required to execute the work, and it is not contemplated that ore will be raised in the meantime.—[It is unnecessary for us to follow the conversation further, as another meeting will be held in three weeks, when the subject will come under regular discussion.]—A vote of thanks having been passed to the chairman, the meeting adjourned.

SOUTH-EASTERN RAILWAY COMPANY.

A meeting of the proprietors of this company was held on Thursday, the 30th ult., at the London-bridge terminus, for transacting the general business of the company, and for the election of two directors, who retired by rotation.—JOSEPH BAXENDALE, Esq., in the chair.—The advertisement convening the meeting having been read, and Mr. E. Cardwell, M.P., and Geo. Hodgson, the two retiring directors, unanimously, re-elected, a very full statement of accounts was laid before the proprietors. It appeared from the statement of receipts and expenditure to the 1st of April, 1844, that on the capital account the receipts to the 1st of October, 1843, were 3,274,645*l*. 4s.; and for the half-year ending 1st April, 126,825*l*. 9s. 9d.—making a total of 3,401,470*l*. 13s. 9d. The expenditure to the 1st of October, 1843, was 2,815,292*l*. 14s. 11d.; and for the half-year ending April 1, 354,863*l*. 19s. 10d.—together 2,870,156*l*. 14s. 9d.; that the funded investment to pay the Brighton Railway Company was 336,127*l*. 2s. 3d.; making a total of 3,206,273*l*. 17s.—leaving a balance of 195,196*l*. 16s. 3d. From the statement of revenue account for the half-year ending 31st March, 1844, the expenditure was shown to be 52,743*l*. 15s. 7d., and the receipts 79,376*l*. 3s.—giving a balance of 26,630*l*. 7s. 5d. on the half-year. The statements of receipts and expenditure, from the 1st of October, 1843, to the 31st of March, 1844, on account of Folkestone Harbour showed the receipts to be 3632*l*. 3s. 8d., and the expenditure 1361*l*. 3s. 8d.—giving a balance, therefore, of 2241*l*. 9s. 1d. The following is the profit and loss account for the half-year ending March 31 last:—Amount paid for interest on loans to Jan. 5, 19,836*l*. 0s. 7d.; dues chargeable on tonnage of steam-vessels and passengers to and from Boulogne, 1731*l*. 0s. 3d.; balance, 12,923*l*. 10s.—making a total of 33,580*l*. 11s. 0d. On the creditor side—Balance from last half-year, 12,750*l*. 4s. 3d.; ditto of traffic to March 31, 26,630*l*. 7s. 5d.—together, 39,380*l*. 11s. 8d. By balance brought down, 12,923*l*. 10s. 10d.; less interest on loans due, but not paid, 10,000*l*.—giving a remainder of 1923*l*. 10s. 10d.

The CHAIRMAN said he felt it his duty to make a few observations to the proprietors. Having obtained a bill, in which a clause had been introduced to make a more equal division of the year, so that they might not have one portion of it with a large income, and another portion of it with a much smaller income, the directors had made an alteration in their accounts, closing the half-years on the 31st January and the 31st July. The present half-year, therefore, closing as it did on the 31st of March, left the account in a much less satisfactory state than it would have been had it taken in any portion of the travelling season of the year. He begged to say that the intention of the directors was to call the proprietors together again immediately after closing their accounts on the 31st of July; and they might, therefore, calculate upon being convened together in the early part of September. The directors considered they would be able by that time, whatever the prospects of the company might appear to the proprietors, to give a dividend; and he could only say that, however unsatisfactory the accounts might appear to the meeting, they were to him and his brother directors extremely satisfactory. The directors had come before the proprietors, giving to them a most honest result of the whole of the company's transactions. He believed there was not one thing in any account left in arrear. In other railway companies, he believed, a large portion of interest on borrowed capital had very generally been charged to the capital account. In no one instance had the directors of the South-Eastern Company charged any portion of interest except to their traffic account; and the shareholders would see that to the 31st of March last, the directors had debited the traffic account with 10,000*l*., one quarter's interest due on bonds. He thought this would show them that the directors were sincerely not desirous of making the best of their accounts, but that they were anxious to give as fair a statement as possible. The future prospects of their concern he had always considered to be extremely good. He had drawn out a comparative statement of the passenger traffic in April and May of last year, and also for those months in the present year, in order to show the shareholders the progress they were making on the line. The passenger traffic was, for

	[illegible]		[illegible]	
	1843.	1844.	1843.	1844.
First week in April	[illegible]	[illegible]	[illegible]	[illegible]
Second week in ditto	[illegible]	[illegible]	[illegible]	[illegible]
Third week in ditto	[illegible]	[illegible]	[illegible]	[illegible]
Fourth week in ditto	[illegible]	[illegible]	[illegible]	[illegible]
First week in May	[illegible]	[illegible]	[illegible]	[illegible]
Second week in ditto	[illegible]	[illegible]	[illegible]	[illegible]
Third week in ditto	[illegible]	[illegible]	[illegible]	[illegible]
Fourth week in ditto	[illegible]	[illegible]	[illegible]	[illegible]

It was here seen that the passenger traffic had nearly doubled itself in these eight weeks, and the whole of this increase would come into the present half-year's accounts.—As regarded the Maidstone branch, this branch would in a short time be opened, and would, he thought, bring in a considerable income; its completion, too, would close off an expenditure of [illegible]*l*. a-year which the company had now charged to their account as a payment to coach proprietors for bringing the passengers to the line.—The next point he had to touch upon was the coal traffic. His feelings upon this subject were exceedingly strong, because he was sure it would be a source of great profit.—Another inducement to their traffic was the article of lime. His opinion was, that a very extensive trade in lime would be carried on upon their railway, and to a far greater amount than any gentleman present could possibly contemplate—indeed, he should be afraid of mentioning what he believed would be its extent. It was to be recollected that the lime was made of chalk, immediately on the line of railway; it was not possible for anything to be more convenient or less expensive than the preparation of it, in connexion with their railway.—Since they had met together in that room, the Bricklayers' Arms station had been opened, and during the twenty-eight days the public had enjoyed the accommodation, the company had taken, from the London-bridge station [illegible] passengers, producing [illegible]*l*.; and from the Bricklayers' Arms station [illegible] passengers, producing [illegible]*l*.—At Reigate, the Brighton line and themselves had removed the objections that the public had made to moving from one line to another. A station had at last been built, and every Brighton as well as every Dover train stopped at it. The station still remained the property of the Dover Company.—At the present moment the directors were making arrangements for carrying out a branch from Tonbridge to Tunbridge Wells of five and a half miles in length. The objections raised by the landowners had been entirely removed; and, looking to the short distance of the branch, it was not possible to conceive any line to be more beneficial to a company; it will be a single line.—He had now to offer two or three words respecting the Hastings line. This subject was one that had given the board a good deal of anxiety; and, he must confess, the decision upon it had disappointed him exceedingly. What he meant by saying that it had disappointed him was this—he had fancied that when Parliament sanctioned the line, and granted the bill, claiming, as they did in the first instance, that a good traffic case should be shown—he said that having shown, as part of their traffic case, the whole of the Hastings traffic, he did not expect Parliament would then say, "we must take away the traffic from you, and place it in the hands of others." Such, however, had been the decision of the committee. He could only say, that nothing had shaken his faith more in railway property than seeing such decisions as he had seen come to by the committee of the House of Commons. He thought they must not despair in this matter. The directors were not remaining passive, and they were determined not to remain passive. He was sure his brother directors, as well as himself, would not cease pressing the question on the attention of those in whose hands the matter rested, till they found there was no chance of success, or till they did succeed. He believed that the Hastings people were exceedingly dissatisfied with the decision of the committee, and they had called a meeting to take the subject into consideration. As far as the interest of the county of Kent was concerned, there could not be a doubt that a line of railway through the centre would be more beneficial than one running along the coast.—The works at Folkestone Harbour, and the various matters connected with it, were going on in the most satisfactory manner. He thought the value of the harbour was entirely unknown, and every step taken in reference to it satisfied him more fully of the wisdom and discretion they had shown in purchasing it.—The Dover terminus was now open. It was very convenient, and most spacious; perhaps some might say more spacious than necessary. Those who thought so, should recollect that a great destruction of property had arisen from the stock and plant of railways being exposed to the weather; this had been felt particularly he believed by the London and Birmingham Company. It was satisfactory to him to know that they now had a station where the stock, &c., could be properly protected; and as to the station itself, he would say there was not in Great Britain one more simple, and, at the same time, more convenient.—The next question he must touch on regarded the protection of the interests of the South-Eastern Company generally, but especially on the northern side of the county of Kent. If it were necessary for the public convenience that lines of railway should go on the northern side of the county of Kent, the South Eastern Company would be the parties to endeavour to carry them out. The directors would be very much wanting in their duty if they did not keep alive to what was passing on this point, and they, therefore, thought it right to tell the proprietors that Mr. R. Stephenson had been for some time engaged in looking to the whole of that district, that the directors might see how best to protect the interests of the shareholders. He had for a long time considered the greatest enemies to railway companies were the railway companies themselves. There had been an endeavour on all sides to get hold of property with which they had nothing whatever to do, and there had been a forgetfulness of the "live and let live" system. Every railway company had been desirous of entrenching on its neighbours' property. He had expressed these opinions most plainly and openly before the President of the Board of Trade, in the presence of the chairmen of the Great Western, the London and Birmingham, and other lines, in the spring of the present year.—Then as to the question of amalgamation. The Brighton, Croydon, and Dover lines were working very harmoniously together, but he thought not so beneficially as they would do under one board. For his part he was quite willing, and had so expressed himself to the Croydon and Brighton directors, to sound his retreat the moment anything of the kind could be carried out; and he was sure there was not a single director of the Dover board who would not most willingly retire from the position he held if, by so doing, the desired amalgamation could be forwarded. (Cheers.)—One word as to the foreign railways. It was quite as unlikely that we should be without a railway to the opposite coast, as that the Dover line would be closed. In fact, it was a question that had been again and again argued in the Chamber of Deputies. It was one in which the South-Eastern Company were most deeply interested, and about which he had been in continual communication with parties on the other side of the channel. The shareholders were not to imagine that, because the directors had not touched upon the subject before, it had, therefore, escaped their consideration. The completion of a line to the opposite coast at some future day would place the income of the South-Eastern line in such a position as the proprietors did not at the present moment contemplate. Let them say what they would—if they could have a short passage across to the kingdom of France, and get to the Mediterranean in the short period of time that a journey would then occupy, the value of the South-Eastern line would become great indeed.—He believed that, with the exception of stating that there were 400 shares of the last issue which the directors had still in their hands, and which they proposed to sell, and apply the proceeds to the credit of the account, he had nothing further to mention to the proprietors.—If they had any questions to put he should be very happy to answer them.—Several questions were put to the chairman by various proprietors, but they were of no public interest beyond two facts elicited—that the mouth of the Folkestone Harbour could be kept clear of shingle at a comparatively trifling cost, and that the company would be able to carry on five or six times the present traffic without any addition to their staff.—The chairman's address appeared to give very general satisfaction.—Mr. M'GREGOR moved a vote of thanks to the chairman and the directors for the able manner in which they had managed the affairs of the company.—Mr. EDMONDS seconded the motion, which was carried unanimously.—The CHAIRMAN returned thanks, and the meeting broke up.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY,

FOR ESTABLISHING STEAM COMMUNICATION WITH BRITISH INDIA, &c.

The half-yearly meeting of this company took place on Wednesday, the 29th ult., at their offices, 51, St. Mary Axe. The chair was taken by Sir JOHN CAMPBELL, K.C.H. (deputy chairman).—The SECRETARY (Mr. J. Allan) having read the advertisement convening the meeting, the CHAIRMAN then called upon that gentleman to read the report, which was as follows:—

REPORT.

The period having arrived when, in conformity with the terms of the Deed of Settlement, the half-yearly general meeting of the proprietors is appointed to be held, the directors have much pleasure in meeting you to submit their report on the affairs of the concern, and to declare a dividend out of the profits for the half-year ending March 31 last. The proprietors are generally aware that the Deed of the company stipulates that the statement of accounts is to be made annually only, an arrangement [illegible] upon part of the operations of the company being carried on at such distant points as to create a considerable difficulty in procuring with necessary sufficiently detailed information to enable the directors to submit half-yearly statements to the proprietors. The directors are, however, enabled to state, that the [illegible]

[illegible]

[illegible] jesty's mails and dispatches on the Nile, this service would be transferred to the company, no time was lost in contracting for a very superior iron steam vessel for the purpose referred to, and it is expected she will be sent out in the course of next autumn; this measure was the more called for, as in addition to the foregoing reason, the extension of the passengers' intercourse between England and India demanded an increase of facilities for the River Nile transit, the existing means being insufficient for the purpose. Several complaints, some of them well founded, have reached the directors from Indian passengers, who have expressed themselves dissatisfied with the arrangements of the Egyptian Transit Company for travellers. The managers of that company, who have the exclusive charge of the transit across the desert, have promised to remedy the evils complained of, and there is reason to believe they are proceeding to do so satisfactorily; the directors are, however, determined not to relax their exertions in endeavouring to obtain better arrangements for the convenience of the public on this portion of the route to India than have hitherto been provided for them.

The directors cannot conclude without stating an additional circumstance, calculated to increase the confidence of the proprietors in the undertaking—namely, that they have lately been enabled to reduce the rates of insurance on the company's floating property in Europe from 6*l*. to 5*l*. 5s. per cent.

The points now submitted to the proprietors embrace the principal objects of interest connected with the company's operations for the last half year; and the directors hope that the feeling of gratification which they experience in being enabled to make this satisfactory report will be participated in by the proprietary at large.

The CHAIRMAN said that was the report the directors had prepared, and which they proposed to submit to the consideration of the meeting. He was reluctant to trespass on their time by offering any observations on the report that had just been read, did it not present some features of more than ordinary interest, and he trusted such evidence of increased prosperity as justified him in congratulating the proprietors upon the rapid advance that had taken place in the situation and prospects of the company since he last had the honour of addressing them. He hoped that that would confirm them in the opinion they had then expressed, that the directors had zealously exerted themselves to promote the interests of the society in the most satisfactory manner. (Hear, hear.) The negotiations for an accelerated intercourse with India were still pending with the Government and the East India Company, and pending those negotiations it only remained for him to express his sincere desire that that company might be intrusted with those important functions, which he felt confident they would be able to fulfil in a manner satisfactory to the public, and most efficiently and creditably to themselves. The proposed addition to their ships of the *Precursor* and *Great Western* steamships might be considered a matter of expediency and sound policy. It would place them in a condition to carry on their operations in their present limited sphere without the possibility of interruption from any unforeseen contingency, while it would enable them to carry on such extended operations, should circumstances render them necessary, as would be highly advantageous to the interests of the company. The circular of the 20th February had been issued with the full conviction that it would meet with your unanimous approval and support, the directors believing that it was well calculated to promote your interests, and to add to the stability of the association. Should it be their good fortune to obtain the contracts to which he had referred, the directors would still look forward with confidence to the support of the proprietors. Those extended operations would necessarily require an increase of capital, and when he looked back at the past operations of the company, the profit that had accrued to them, and the advantages they were hereafter to receive, he hoped they would all admit that their expenditure had been judiciously and not lavishly made, and that it had been at the same time productive of public convenience and national utility. So long as they held their situation of directors, they would continue to discharge their duties conscientiously; they were satisfied with what had been already done, and if the directors had not gone further, as some of the proprietors seemed to think they ought to have done, it was because prudence alone had prevented their going beyond what they considered to be an advantageous outlay of the capital with which they had been intrusted. (Hear, hear.)

Mr. LARKINS moved, "That the report now read be received, adopted, and circulated amongst the proprietors." It was not necessary for him to say a word with regard to a document which placed the affairs of the company in so fair and prosperous a point of view. It was calculated to increase the confidence of the proprietors in the gentlemen to whom the management of their affairs had been entrusted; and he felt satisfied they would all agree with him, that the directors had admirably acquitted themselves of the duty which had been assigned to them. (Hear, hear.)—The motion was seconded by Mr. DENT, and carried unanimously.

Mr. HARROW moved the next resolution, "That a dividend of 3½ per cent. for the six months ending March 3, 1844, recommended in the report now read, be payable on and after June 20, between the hours of twelve and three o'clock on each day, to such proprietors as are duly qualified to receive the same."—The resolution was seconded by Mr. CAWTHORN, and agreed to.

The CHAIRMAN said, that was the whole of the specific business for which the meeting had been convened; and, if no gentleman had any observations to offer, their proceedings were at an end.—Mr. SAMUEL DIXON hoped the meeting would not separate without a vote of thanks to the directors, for the able and efficient manner in which they had conducted the affairs of the company.—The Hon. J. T. L. MELVILLE had much pleasure in seconding the motion, which was carried unanimously.—The CHAIRMAN having briefly acknowledged the compliment, the meeting separated.

HUNGERFORD MARKET COMPANY.

The half-yearly general meeting of the proprietors of this company was held on the 30th ult., MARTIN STUTELY, Esq., in the chair.—The report of the directors referred to the great improvements which have recently been made by the erection of a large number of additional shops and residences, which, although scarcely finished, have been already let to respectable tenants, and thus not only will the market possess an increased uniformity, and respectability of appearance, but, from the competition arising from so many tradesmen, the public will be benefited by a large supply of commodities sold at moderate prices. The report further stated, that the revenue of the company was improving, and congratulated the proprietors on the prospect of the speedy completion of the Suspension Bridge.—The report was unanimously received and adopted, the directors and auditor going out of office were re-elected, and, after a vote of thanks to the chairman and directors, the meeting separated, highly satisfied with the state and prospects of the undertaking.

EMPLOYMENT OF FEMALES ON PIT BANKS.

[From the Wolverhampton Chronicle.]

We are happy to state that a letter, a copy of which we give below, has been received by Mr. Baldwin, and other gentlemen interested in mining operations, from Mr. Tremenheere, one of the inspectors of mines, containing the opinion of the law officers of the Crown respecting the construction of the 8th and 9th sections of Lord Ashley's Act, with reference to females being allowed to work on pit banks. This decision is of great importance, as, in this district, not less than 1000 or 1100 females, from a misconception of the enactment, had been discharged from their employment. The dismissal of these poor females originated with the colliers' union, who brought the case before the magistrates, and who thought thereby to force an equal number of men into employment. So far as the bulk of the miners are concerned, we understand that they give the preference to the employment of women in the situations adverted to, as they consider them steadier and better adapted to the duty than boys of fifteen or sixteen years of age, or men of that class that would be selected—namely, weak and disabled men, who would work at low wages.

[illegible], Pall-mall, May 25, 1844.

SIR,—In consequence of a communication, addressed by me to [illegible] [illegible]

I have the honour to be, Sir, your obedient servant,

SEYMOUR TREMENHEERE, Inspector of Mines, &c.

To James Loxdale, Esq., [illegible]

PARIS AND ROUEN RAILWAY.—At a meeting of the shareholders held in Paris, on the [illegible] ult., a mass of returns were read by the secretary, exhibiting the state of the concern, from which it appeared that the outlay upon the road had been [illegible]; that the receipts during the two months and twenty-two days that elapsed between the opening of the road on the 9th of May, 1843, and the date of the returns, 31st of March, 1844, amounted to [illegible], and that the expenses during that period amounted to [illegible]—leaving a balance of [illegible]. The gross receipts for the last six months had been [illegible]; the expenses, [illegible]—leaving a surplus profit of [illegible], which was to be thus appropriated:—Interest on capital of [illegible] for those six months, [illegible]; sinking fund, [illegible]; bonus to shareholders, [illegible]; and to the directors, [illegible].

MANUFACTURE OF ARTIFICIAL MARBLE.—We learn by the American papers, that a method of manufacturing marble has been discovered, which is pronounced superior to any other artificial stone or marble in use, and will supersede the use of lime mortar in the varied purposes of plastering, and will be extraordinary used for stucco work, marble, statuary, mosaic [illegible], table slabs, [illegible] and hydraulic cement, roofing of houses, paving of streets, &c. It will set as hard as [illegible] [illegible] when applied in plastering houses. It will resist the action of atmospheric heat, damp, frost, &c., and is susceptible of a high polish, and can be manufactured at a cost [illegible] [illegible] than marble.

MINING RECORD OFFICE, 5, SHORTER'S-COURT, THROGMORTON-STREET.—The large amount of capital invested in mining operations being rapidly on the increase, while the facilities afforded for acquiring information are admitted to be inadequate, have induced Mr. HENRY ENGLISH to make such arrangements as, he considers, will be deemed satisfactory; and, if not perfect, at least be an approximation to the desired end—that of forming a medium, and, by collecting reports from the several mines, with copies or abstracts of the costs and returns, render general information to the adventurer, which, at present, can only be acquired with considerable trouble.

The MINING RECORD OFFICE will be OPEN to all parties SUBSCRIBERS to the MINING JOURNAL where the various reports may be consulted. A separate room is appropriated for meetings of parties on business, and every facility rendered calculated to promote the object of acquiring correct information. The current prices of shares will be quoted daily, so far as is practicable. Mr. English is proud of saying, that the several mine brokers and agents sanction the measure, and whose assistance he respectfully courts.

Reports and copies of accounts filed immediately on receipt, and plans and sections of the several mines will be kept, and carried on from time to time, for reference.—Parties resident in the country may have their letters addressed to the Mining Record Office.

Mr. ENGLISH will be happy to attend to the commissions of friends in the purchase or disposal of Mineral Property, Mining, Railway, and other shares, and all transactions connected with the money market.

A Register kept of Shares for Purchase and Sale.

*** Office hours Ten till Five o'clock.

5, Shorter's court, Throgmorton street, April, 1844.

38

RAILWAY AND MINING SHARES.—Messrs. J. and G. MORGAN, 14, BIRCHIN-LANE, CORNHILL, LONDON, undertake to afford all parties desirous of INVESTING OR PURCHASING in RAILWAY, MINING, OR OTHER JOINT-STOCK SHARES, every detailed information as to outlay, returns, and future prospects of success, &c.—thus affording the opportunity of avoiding the heavy losses so frequently arising through injudicious and hasty purchases.

Parties residing any distance from the metropolis are particularly requested to put themselves in communication direct with Messrs. MORGAN, whereby much time and expense may be saved—no charge being made unless business be transacted.

39

PARIS AGENCY, FOR THE PURCHASE AND SALE OF FRENCH RAILWAY SHARES, AND FOR INFORMATION.

Address (free) to Mr. H. F. Schmidt, Place de la Madeleine, No. 1[illegible], who can give satisfactory references both in Paris, London, Liverpool, and Manchester.

40

OFFICE FOR PATENTS, 7, STAPLE INN, HOLBORN.—J. MURDOCH (successor and late assistant to Mr. Hebert) informs INVENTORS and PATENTEES that, at his office, they can obtain REFERENCE to a CLASSIFIED LIST of PATENTS (THE ONLY ONE EXTANT), which shows at one view all the patents ever granted for any particular object, whereby they may save much trouble and expense, and procure information not otherwise obtainable.—BRITISH and FOREIGN PATENTS OBTAINED, and USEFUL and ORNAMENTAL DESIGNS REGISTERED; SPECIFICATIONS carefully prepared, and REPORTS of ENROLLED SPECIFICATIONS furnished on moderate terms.—FINISHED WORKING DRAWINGS executed with accuracy and dispatch.

41

NECESSARY PRECAUTION.—CONSUMERS of BRANDY are respectfully informed, that J. T. BETTS, Jun., and CO. will not be responsible for any BOTTLED BRANDY that is not protected against fraudulent substitution, by the Patent Metallic Capsule, embossed with the words—

"BETTS'S PATENT BRANDY, 7, SMITHFIELD-BARS."

Sold by the most respectable wine and spirit merchants, in town and country, at 3s. 6d. per bottle, the bottle included.

42

PROVIDENT CLERKS' MUTUAL BENEFIT ASSOCIATION, enrolled under the Friendly Societies Acts, with an ample invested and guaranteed capital, and a large BENEVOLENT FUND.

OFFICES—49, KING WILLIAM-STREET, LONDON-BRIDGE.

TRUSTEES.

Thomas Baring, Esq. | Wm. George Prescott, Esq.
Thomson Hankey, jun., Esq. | Baron Lionel de Rothschild.

Treasurer of the Benevolent Fund—John Abel Smith, Esq., M.P.

This institution presents peculiar advantages to clerks and their families.

Prospects for life assurance, deferred annuities, &c., together with prospectuses, and every information, may be obtained at the offices, where donations and subscriptions to the Benevolent Fund will be received.

GEORGE THOMAS, Chairman.

N.B.—The Third Annual Report may be obtained at the offices.

43

ECONOMIC LIFE ASSURANCE SOCIETY, No. 34, BRIDGE-STREET, BLACKFRIARS, LONDON.

Established 1823.

Empowered by Act of Parliament, 3 William IV.

The Right Hon. THOMAS FRANKLAND LEWIS, Chairman.

HENRY FREDERICK STEPHENSON, Esq., Deputy Chairman.

The following are among the advantages offered by this society:—

LOWER RATES of premium than those of any other office, which entitle the assured to participate in the profits, and considerably lower than those of any other Mutual Assurance Society.

NO PROPRIETARY participate in the profits, the WHOLE being divisible among the ASSURED.

Assurances effected on the equal scale of premiums in the year 1844, will participate in the bonus to be declared in 1849.

CAMPBELL JAMES DOWNER, Secretary.

44

DISEASED AND HEALTHY LIVES ASSURED.

MEDICAL, INVALID, AND GENERAL LIFE OFFICE, 25, PALL-MALL, LONDON.

Capital £500,000.

TRUSTEES.

CHARLES HOPKINSON, Esq., Regent-street.
Sir THOMAS PHILLIPS, Temple.
ALFRED WADDILOVE, D.C.L., Doctors' Commons.

DIRECTORS.

[illegible]

AUDITORS.

[illegible]

[illegible]

This office is provided with very accurately constructed tables, by which it can assure DISEASED LIVES on equitable terms.

The EXTRA PREMIUM [illegible]

[illegible]

45

In one thick vol., Eighth Edition, much enlarged, price 16s.

MODERN DOMESTIC MEDICINE: A Popular Treatise, exhibiting the Symptoms, Causes, and most efficacious Treatment of Diseases, with a collection of approved Prescriptions, Management of Children, Doses of Medicines, &c. Forming a comprehensive Guide for the Clergy, Families, and Invalids. By T. J. GRAHAM, M.D., &c.

[illegible]

Also, by the same Author, in 8vo., price 11s., Third Edition, enlarged,

2. ON THE DISEASES OF FEMALES: A Treatise, illustrating their Symptoms, Causes, Varieties, and Treatment. [illegible]

46

[illegible]

SELF-PRESERVATION: a Popular Essay on those concealed [illegible]

[illegible]

47

EUROPEAN GAS COMPANY.—Notice is hereby given, that an EXTRAORDINARY GENERAL MEETING of proprietors will be held at the company's house, 27, Finsbury circus, London, on Thursday, the 13th day of June next, at Two o'clock precisely, in pursuance of the 4th clause of the Deed of Settlement, and such other clauses as are applicable to the subjects, for the purpose of assenting to, or dissenting from, the appropriation of 1011 shares vested in the said company, pursuant to the plan suggested to the proprietors by the circular letter of the 25th day of April last, or under such further conditions and stipulations as at the said meeting shall be agreed upon. By order of the board,

27, Finsbury-circus, London, May 27. J. B. GREAVES

48

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.—INCORPORATED BY ROYAL CHARTER.—Notice is hereby given, that the HALF YEAR'S DIVIDEND of THREE AND A HALF PER CENT., for the six months ending 31st March last, declared at the half yearly general meeting of the proprietors on the 25th May inst., will be PAID at the offices of the company, 51, St. Mary Axe; or, to Irish subscribers, at the offices of Messrs. Richard Williams and Sons, 26, Dame-street, Dublin, on and after Thursday, the 20th June, between the hours of Eleven and Three each day. By order,

London, May 29. JAMES ALLAN, Sec.

49

STEAM TO INDIA via EGYPT, MALTA, ITALY, ALEXANDRIA, AND THE PENINSULAR PORTS.

PASSAGE TO BOMBAY, MADRAS, AND CALCUTTA.

The Peninsular and Oriental Steam Navigation Company's steam-ships START FROM SOUTHAMPTON THE FIRST OF EVERY MONTH, arriving at Alexandria about the 15th. The Hon. East India Company's steamers leave Suez for Bombay about the 22d of the month, and for Madras and Calcutta the Peninsular and Oriental Steam Navigation Company's steamers, *Hindostan* and *Bentinck*, or Government steamer. The Peninsular and Oriental Steam Navigation Company have now a steaming on the Mahmoudieh Canal, and other great improvements have lately been introduced into the transit through Egypt.

STEAM TO MALTA, ITALY, &c.

A steamer from Southampton leaves the first of every month for Malta, whence are steamers to Naples, Genoa, Civita Vecchia, three times a month.

STEAM TO OPORTO, VIGO, LISBON, CADIZ, AND GIBRALTAR.

A steamer leaves Southampton every Thursday at 3 p.m. for the above places.

Apply at the Peninsular and Oriental Steam Navigation Company's offices, 51 St. Mary Axe, London, where only passages can be secured throughout.

50

STEAM FROM HUNGERFORD MARKET PIER TO THE THAMES TUNNEL and GREENWICH, every ¼ hour; WOOLWICH, BLACKWALL, and CHARLTON, every ½ hour, by those fast, unrivaled, and elegant PACKETS, *New Ariel, New Sylph, New Princess, Witch Queen, &c.*—Fast and splendid packets to GRAVESEND, [illegible]; RICHMOND, [illegible]—London-bridge, Westminster, Millbank, Vauxhall, Red house, Battersea, Chelsea, and the Southampton, Brighton, Dover, Croydon, and Greenwich Railways, every ¼ hour. A. L. LEITH, C[illegible]

51

R. S. NEWALL AND CO.'S PATENT IMPROVED WIRE ROPE is now in very EXTENSIVE USE in the MINING DISTRICTS, and on several of the PRINCIPAL RAILWAYS throughout this country. It is almost exclusively used on the Blackwall Railway, where it has been found superior to any other.

It is also used as the RIGGING of the GREAT BRITAIN steamer, of 3000 tons and other vessels.

It is one half the weight of hemp rope—of equal strength.
It is one sixth of the bulk.
It is cheaper first cost.
It has lasted as long as *five* hemp ropes, doing the same work on railways.

Specimens and testimonials may be seen, and every information as to its application, &c., will be given at the company's works, GATESHEAD-UPON-TYNE.

52

PATENT METALLIC SAND CEMENT, requiring no colour or paint, and free from cracks and blisters. Mixed ready for use at [illegible] per cask; [illegible] allowed for each cask returned in good order. Three and a half bushels common sand to be added to each cask of metallic cement, which will [illegible] fourteen square yards stucco.—Apply at the Metallic Cement Wharf, King's [illegible], Camden New Town (opposite Pratt-street).

53

PATENT IRON ROOFING, the CHEAPEST & STRONGEST EVER MADE, which will be put on any BUILDING, and COVERED with SLATES, at as SMALL A COST as a TIMBER ROOF can be furnished and slated.—Specimens may be seen at the Oak Farm Works, near Dudley, and particulars and prices obtained from them upon application, or from Messrs. Bailey and Pegg, Bankside, London.—Also PATENT ROLLED FIELD GATES, in which all the joints are welded together, and MADE of WROUGHT IRON, equally strong both ways, may be had, in numbers of not less than ten (for cash), from [illegible] upwards.—These may be had upon application to the Oak Farm Works, or through Messrs. Cottam and Hallen, Ironfounders, &c., Winsley-street, Oxford-street, and Cornwall-road, London, where specimens may be seen.

*** Names of dealers in provincial towns will be advertised hereafter.

54

THE PATENT SAFETY FUSE, FOR BLASTING ROCKS IN MINES, QUARRIES, AND FOR SUBMARINE OPERATIONS.—This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonials to its usefulness with which the Manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c., &c.:—

"I am very glad to hear that my recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuse, and I am quite willing that you should employ my name as evidence of this."

Manufactured and sold by the Patentees, BICKFORD, SMITH, and D[illegible], Camborne, Cornwall.

55

Just published, Part I.,

COMBUSTION of COAL, CHEMICALLY & PRACTICALLY CONSIDERED. With coloured plates. By CHARLES WYE WILLIAMS, Esq.

London: Simpkin, Marshall, & Co., and J. Weale; Birmingham: Wrightson & Webb.

56

PATENT IMPROVEMENTS IN CHRONOMETERS, WATCHES, AND CLOCKS.—E. J. DENT, 82, Strand, and 33, Cockspur-street, watch and clock maker, BY APPOINTMENT, to the Queen and his Royal Highness Prince Albert, begs to acquaint the public that the manufacture of his chronometers, watches, and clocks is secured by three separate patents, respectively granted in 1836, 1840, 1842. Silver lever watches, jewelled in four holes, [illegible] each; in gold cases, from [illegible]. Gold horizontal watches, with gold dials, from [illegible] each.—DENT'S PATENT DIPLEIDOSCOPE, or meridian instrument, is now ready for delivery. Pamphlets, containing a description and directions for the use, 1s. each, but to customers gratis.

57

JOHN GLADSTONE begs to invite the attention of Merchants, Shipowners, Captains, and others, to the remaining STOCK of JAMES GLADSTONE and CO., consisting of an assortment of STUD CHAINS, CABLES, WINCHES, JACKSCREWS, of various kinds (including the Patent Worm Screw, which is a machine of great power), Gin Wheels, Iron Davits, Cast Post Wheels, Plates and Pauls, Windlass Purchases, Hawse Pipes, Deck Pipes, Ironmongery, Nails, and all other articles in iron required for the use of ships. The whole of the above articles are of the best materials and workmanship, and will be SOLD at greatly REDUCED PRICES, at Nos. 73 and 75, SPARLING-STREET, LIVERPOOL.

He has also to intimate, that the PREMISES are TO BE LET, at a moderate rent, with early possession, offering a good opportunity to parties desirous to enter upon the trade, being fitted up with excellent machinery for the purpose. The premises are well adapted for general manufacturing objects; they could readily be converted into an excellent Iron Warehouse, &c., and their contiguity to the [illegible] and docks renders them very desirable.—Apply on the premises to John Gladstone, 75, Sparling-street, Liverpool.

58

NOTICES TO CORRESPONDENTS.

The further remarks on the Mines in the Eastern District of Cornwall, with the rough hand sketch of the Caradon district, are necessarily deferred till next week.

[illegible]

"A Shareholder" (London).—Our columns are open to any communications from himself, or the company, in explanation of the observations alluded to.

Miners in the Eastern District of Cornwall.—In the remarks on the [illegible] Mine, in last week's *Journal*, we inadvertently stated [illegible] to be the manager, whereas Mr. Peter Clymo, jun., occupies that position, and has done so from the commencement of operations.

[illegible]

THE MINING JOURNAL.

Railway and Commercial Gazette.

LONDON, JUNE 1, 1844.

In continuation of our remarks of last week on the Mines of Cornwall, we now adduce a further instance as illustrative of the necessity imposed on shareholders of watching the proceedings of the directors, at the same time that we think it establishes one position which we would strongly impress on them—viz., that accounts should be furnished to the proprietors at stated intervals, and that twelve months should not be allowed to elapse without the proprietary being put in possession of the acts of the directors, or state of their finances.

In the present instance, that of the Cornubian Mining Company, we have further to remark on the proposition of the board of management, which is nothing more nor less than a further issue of 2000 shares, of 5*l.* each, at a time when the present capital of the company has not been called up by 4000*l.*, and yet the company is in debt to the extent of 435*l.* This is a bad system, and although it may have been found to answer, so far as private gain is concerned, yet it should be reprobated by all who wish to see mining carried on legitimately, and not influenced by a consideration of the effect which may be produced on the market.

It was very properly observed, at the meeting of yesterday, "you have already a sum of 4000*l.* (less the debts). Why not, then, call that up, and increase your capital, if necessary, by a further issue of 1000 shares, which would give 5000*l.*?"—making 9000*l.* to meet a contemplated outlay of 6500*l.* However, this does not appear to meet the views of the directors, who, after expending 6000*l.*, require a further capital of 14,000*l.* We do not understand this, we confess.

We have not time to offer further comment this week, or we might say something on the company being allowed to get in debt, which is increasing monthly—while calls are not made. Another subject which calls for remark is, that of the directors having taken up a property, which, however valuable it may be, was done without first consulting the proprietary. True it is, the directors offered to take the new mine to themselves; but they were well aware that in appealing to the shareholders, they were not dealing with our transatlantic brethren, with whom "repudiation" holds a firm ground—and thus they were safe.

It is stated that 6500*l.*, or thereabouts, will be required to work the new sett, and that a space of two years will be necessary to make such outlay—this is not taking into consideration any returns which may be made in the interim. It is right to be on the safe side, but we do not like these "moves." They are calculated to effect one of two objects—that is, either to depress the price, and allow the "knowing ones" to get in, or to pass off the new shares at a price to those who only inquire the name of the mine, and not the number of shares into which it is divided. We confess we do not like the scheme, and, for ourselves, must "repudiate" it.

We are perfectly aware that we are open to the observation conveyed on more than one occasion by parties connected with, if not interested in, mining; that remarks such as we have made are calculated to prejudice and injure mining adventures—were they to say "share jobbing" they would be right. Our object is to uphold mining enterprise, and it matters not who we attack, for we have no favouritism—determined, as we are, to expose abuses where they exist, and to destroy the effect calculated to be produced by fallacious representations.

The forthcoming Report of the Select Committee on Railways is looked forward to with no small interest by railway proprietors, and will probably be laid before Parliament in the course of the ensuing week; we shall then be enabled, in some degree at least, to learn what the intentions of Government are—where the line of demarcation is to be drawn between the interference of the executive and the management of private companies. It must be remembered, that although the reports from the committee come in the modest form of a "recommendation," they nevertheless bear the stamp, collectively, of a Government measure, and as such they must be considered. Mr. GLADSTONE (the President of the Board of Trade) is chairman, and in the committee is comprised some of the most influential Members of the House of Commons, without distinction of party.

The committee issued a report a few weeks since, which has excited great interest, not only in the railway world, but with the public generally—not by reason of any specific recommendation which it contained, but on account of a *new principle* being mooted, hitherto unheard of in the Legislature—viz., THE PURCHASE OF RAILWAY PROPERTY BY THE STATE. It is very true, that the subject is alluded to in the most cautious manner—the consideration of its expediency deferred to a period of fifteen years, and confined to railway companies whose bills have not yet passed; nevertheless, the principle *is now* mooted—and the report can be considered in no other light than that of a "pilot balloon," sent up to discover the current of public opinion, and to enable its projectors to form a correct estimate of the adverse winds and storms which would have to be encountered should a more important trial be essayed. So far, the experiment has been successful; the report has given satisfaction to the public generally, although accompanied by some misgivings on the part of railway proprietors.

It must, however, be evident to the most unobservant, that if the principle mooted by the select committee is reduced to practice, it must be on a much larger scale than is comprised in their recommendation;—to suppose that a system should be adopted by which some railways should be the property of the State, and worked by Government at low fares, and the remainder to belong to companies, and worked at high fares, would be quite preposterous. Our contemporaries, in discussing the merits of this report, appear to us to take but a one-sided view of the question; they see the absurdity of attempting a mixed system—b[illegible] should be remembered, that the labours of the committee [illegible] as yet unfinished, and their recommendations respecting the existing lines of railway are as yet unknown.

Most of our readers will no doubt remember that we were among the first to direct attention to a pamphlet, published last autumn, entitled *Railway Reform*, which created a considerable sensation, both in this country and on the Continent. The author of the pamphlet assailed the existing system with great vigour, denouncing the third-class carriages as "legalised nuisances"—the manner in which passengers were treated as "most disgraceful"—and the combinations which companies entered into "most injurious to the public interests;" the consideration of the fares, charges, and expenditure, of the different companies, were entered into at great length, with a view to prove that a great reduction could be made under each head, if another system were established, the foundation of such system to be—*the purchase of all railways by Government for the State.* From the publication of this pamphlet to the present time there has been kept up a constant warfare on "railway monopoly," which seems to some extent to have re-acted on Government. Is it the intention of Government to moot the principle which is advocated in this pamphlet? is a question anxiously asked by many;—not to be proposed for immediate adoption—no one dreams of that; but to be discussed, in connexion with half-crown fares to Liverpool, and six penny fares to Brighton! Truly, if such an accompaniment would not render a Government measure popular, we do not know what would.—*Nous verrons.* We shall return to this subject next week.

"The Strikes."—As was to be anticipated from the first, by all unbiassed persons, this unhappy affair is drawing to a conclusion, fraught with the most distressing consequences to those unfortunate dupes to bad advice, who were misled from the quiet pursuance of honest labour and praiseworthy conduct to connive with political demagogues, and aid in attempting to frustrate the judicious management of their friends and employers.—The *Newcastle Advertiser* of yesterday says: "The pitmen have not yet returned to their work, and the colliery owners are gradually obtaining fresh men to supply their places. We are informed that certain disclaimers, [illegible] the conduct of the executive, are about to be made, the effect of which will probably be to break up the Union, or, at all events, to give those a good excuse for withdrawing from its ranks, and we believe the number is not small, who are heartily sick and tired of the strike."—The truth of this statement is fully corroborated by our own advices. End this "strike" when it may, we think the men will have had such a lesson as to deter them from seeking "redress" by such means again for some time.

THE LAW OF JOINT-STOCK COMPANIES.—No. IV.

BY CHARLES WORDSWORTH, ESQ.

MINING COMPANIES—*(Concluded from last Journal)*.

The Vice-Warden may, in cases of equity brought before him, take the whole or any part of the evidence, either *vivâ voce* on oath or affirmation before himself, or before the Registrar, or before persons duly authorised by him for administering oaths and taking affidavits, or on depositions taken before the Registrar or Commissioners appointed for that purpose, or otherwise, as he may from time to time direct by general rule; but the Vice-Warden may, on interlocutory matters, &c., receive evidence, either in whole or in part, on affidavits, and that either with or without further evidence, *vivâ voce* or on depositions. The Vice-Warden may direct an issue of fact arising before him in any suit on the equity side of the court to be tried by a jury, and to issue process to compel the attendance of jurors and witnesses for that purpose—and he is invested with necessary powers for trying the same, and carrying the verdict into execution; and a new trial may be moved for before the Vice-Warden, who is to grant or refuse, according to the rules of the common law and practice of the courts of Westminster, in granting or refusing new trials. Power is given to the Vice-Warden to make orders, by way of injunction, though court adjourned or not sitting, whether he be in Cornwall or elsewhere; and, for the entering of pleadings, orders, &c., the court is to be always open, except on certain holidays specified in the statute. In case the Vice Warden shall, in any proceedings instituted for that purpose, make any order for the payment of money in respect of the working or management of, or the providing goods for, any mine, and the person against whom the order is made, or any person in trust for him, shall have any share or interest in the mine, and does not pay the sum so ordered, the Vice-Warden may cause a sale of the share or interest, or so much as may be necessary to raise such sum, and the costs attending the sale. After enacting that proceedings, &c., shall be stamped with the Vice-Warden's seal, it is provided that barristers and attorneys, and solicitors of the superior courts of law or equity at Westminster, may appear and plead in the Vice-Warden's Court; but if any person, not being an attorney or solicitor of superior courts, practise, he is to be deemed guilty of a contempt of court, and liable to all penalties incident thereto. All the laws and statutes now in force concerning attornies or solicitors are extended to attornies and solicitors practising in the Vice-Warden's Court.

The Vice-Warden's Court has jurisdiction throughout Cornwall, and is to be held at Truro—and is constituted a court of record, having similar privileges, &c., to those of the courts of law at Westminster. A Registrar, being a barrister or attorney, is to be appointed by the Lord Warden, and is to assist and attend upon the Vice-Warden, and to enter and draw up all orders, &c., and to take accounts, and to execute references. The Registrar may administer oaths, take affidavits and affirmations; he may also make orders relating to formal errors, and amendments in petitions or other pleadings, at law as well as in equity. And the Vice-Warden may appoint a secretary, and a prothonotary, or assistant registrar, also a collector for the court, also an usher or crier to the court. The Vice-Warden's salary is fixed at 1500*l.* per annum; Registrar, 500*l.*; Prothonotary, 200*l.*; Secretary, 100*l.*; Collector, 30*l.* These salaries are to be paid out of the revenues of the Duchy of Cornwall, out of fees of office, and out of a collection on all metal of ¼d. per lb. on the value of all such metals, on the same being brought to sale in or withdrawn from any mine; and the head manager of every mine is to make a quarterly return to the Vice-Warden of the value in money of the respective metals so sold or withdrawn. The assessment so to be made is only intended in aid of the fund for paying salaries; if, therefore, the assessment amount at any time to more than is required for that purpose, then the assessment will have to be suspended for a time. If the head manager of any mine omit to make the return, or, on demand made, omit to pay the assessment, or wilfully make any false or incorrect return, he is liable to a penalty "not exceeding 50*l.*"

For the purpose of forming a jury, it is enacted, that the Clerk of the Peace for Cornwall is to send to the Vice-Warden a copy of the jurors' book; the Registrar is to summon forty-eight of the jurors one week before the first day of each sitting—but no person is required to serve more than once a year. The jurors may be balloted for, and challenged for cause, as set forth in the statute; and if jurors shall not attend, the Vice Warden may fine them. The Vice-Warden, and Registrar, respectively, are not to practise as barrister or attorney; and no fees to be taken except those which are, or may be, authorised to be taken under the statute, a table of which is to be hung up in the court. All jurisdictions, powers, and authorities, heretofore lawfully exercised by the Vice-Warden, or Steward, or any judge of any of the Stannaries, are in future to be exercised by the Vice-Warden—so also as to penalties, oaths, proclamations, returns, bonds, recognizances, &c. In cases where an impartial trial or sufficient trial cannot be had in the Vice-Warden's Court, the proceedings may be removed by *certiorari* into the Court of Queen's Bench at Westminster. And, finally, all acts, statutes, laws, customs, &c., at present in force in any of the Stannaries, are to remain and be saved, except so far as they may be contrary or repugnant to laws of the realm, or inconsistent with this statute. It may also be mentioned, that in order to prevent workmen employed in mines from removing or concealing ore, for the purpose of obtaining more wages than are of right due to them, it has been enacted, that if any person shall remove or conceal any ore, &c., he shall be deemed guilty of felony.

Mining companies are in general unincorporated companies, regulated by Deed of Settlement in some cases; in others, managed by trustees and directors, under a Deed of Trust, with scrip certificates issued to the respective shareholders. The carrying on of mining operations by a set of persons is a partnership of a peculiar description. In trading concerns, all property acquired, whether of a real or personal nature, is considered as partnership property; but in mines, the shares are assignable, and the death or bankruptcy of the holder of shares does not operate as a dissolution—and, if persons previously entitled, as tenants in common, to mines, were to form a mining concern, it has been doubted whether the general principle of a partnership would apply to such a case. So, in Vice *v.* Lady Anson, Lord Tenterden, in speaking of a mining company, said, "The partnership, if any, is not strictly a trading partnership; it is one formed for the purpose of working a mine, or species of real estate." In Dickenson *v.* Valpy, it was said by Littledale, J., that "a mining company is not a regular trading company." But in the last case in the books, that of Tredwen *v.* Bourne, Mr. B. Parke said, that a mining concern was a trading concern.—If it were treated as real estate, there would be difficulties in the working of it; it is for the convenience of management, and of operations, that a mining concern is regarded as a species of trade; where, as is generally the case, the owners of a mine are numerous, if each owner was to have a set of miners going down the shaft to work his part, it would be impossible to continue working the mine. Lord Hardwick, also, was of opinion, that a colliery was to be considered in the nature of a trade; and that where persons had different interests in it, it was to be regarded as a partnership.—The distinction of a mining company, as compared with a trading company, has been shown in a case where the question arose, as to the power of drawing and accepting bills, which is incident to an ordinary, but not to a mining partnership. "It seems that it may be collected from Dickenson *v.* Valpy—first, that partners in a trade strictly mercantile have an authority implied by law to bind each other in bills and notes; secondly, that partners in some particular businesses, such as farming and mining, have *primâ facie* no such authority; thirdly, that this presumption against their authority may be rebutted by showing—first, that the constitution and purposes of the firm are such as to render it in their individual cases necessary—or, secondly, that though not necessary, it is in other similar cases usual—'for, if it be necessary or usual, the law will imply it.'" With respect to the circumstances from which it is to be ascertained whether a partnership exists in mining operations, it may be observed, that they range themselves under two classes—the one, where there is a deed or agreement for carrying on the concern; the other, where there is a presumption of partnership arising from the conduct and acts of persons interested in the subject matter, and which is termed "the holding themselves out to the world as partners." Under the first class much less difficulty arises than under the second—for the deed or agreement, if any, will show whether a partnership really exists, and, if it do exist, as to the persons parties thereto—it is also of the same effect with respect to all other persons; the second class consists of a series of cases in which various facts are shown, in order to fix a partnership upon the individual sought to be charged with liability. It may be remarked, however, in the first instance, that even though a person should be a partner in a mining company, he is, nevertheless, not liable on bills of exchange drawn or accepted by the directors or managers of the company—on the principle that they are not necessary for the purpose of carrying on a mining company.

(To be continued in next week's Journal.)

IMPROVEMENTS IN THE MANUFACTURE OF IRON.

ABSTRACT OF SPECIFICATIONS OF DETMOLD'S IMPROVEMENTS IN FURNACES, APPLICABLE TO THE MANUFACTURE OF IRON, AND OTHER PURPOSES.

Fig. 1.—Horizontal Section or Plan.

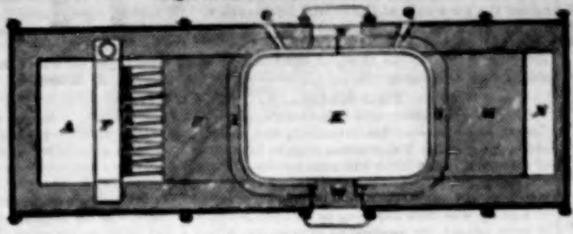
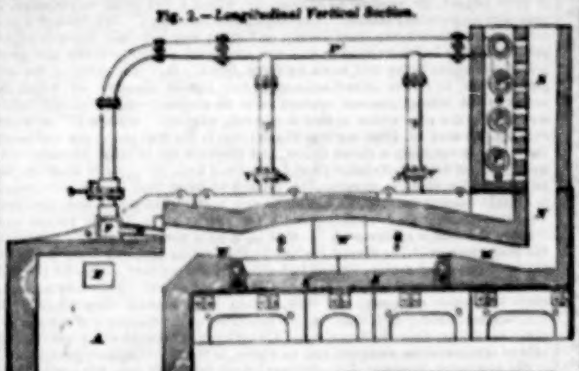


Fig. 2.—Longitudinal Vertical Section.



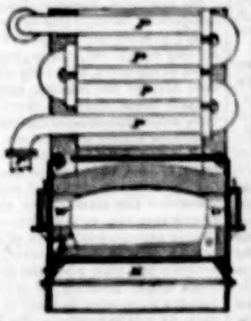


Fig. 3.—Vertical Cross Section through the Middle of the Furnace.

In all furnaces employed in the different processes of metallurgy, and which depend for their supply of air for combustion upon the draught created by a high stack or chimney, a large proportion of the fuel used is converted into combustible gases, which escape unconsumed out of the chimney; at certain times, also, especially when the body of fuel on the grate is very thin, a considerable portion of atmospheric air passes undecomposed through the fire grate into the furnace, which causes a portion of the metal that is worked in the furnace to become oxidised or wasted. The formation of combustible gases in the furnace, and the passing of undecomposed air through the grate, tend each of them to lower the temperature of the furnace. In addition to this, the cold or outer air is continually drawn into the furnace, through the working door when open, and through every opening or crevice that may exist in the furnace, which also contributes to diminish the heat, while at the same time it increases the loss of metal, by oxidation. Now, to obviate these disadvantages, I adopt the following construction and arrangements:—

1. I make the fire-grate of my furnace much deeper than those in the furnaces now in general use, so as to have always a very thick stratum of fuel upon the grate, thereby preventing the passage of any undecomposed air through the grate into the furnace. In ordinary furnaces, the depth of the grate—that is, the distance between the grate-bars and the top of the fire bridge—is generally from twelve to eighteen inches, and rarely as much as two feet; but in my improved furnaces, the depth of the grate is from three to five feet, according as the coal used is more or less bituminous. When a caking or highly bituminous coal is to be employed, I make the grate not less than three feet in depth; for the use of free burning coal, four feet; and for stone-coal, or anthracite, I find a depth of five feet most advantageous.

2. Instead of relying upon the draught of a high chimney for the combustion of the fuel, I force the requisite supply of air, by means of any ordinary blowing machine, under the grate into the ash-pit, which is closed by an air-tight door. Thus, the blast will cause the imperfect combustion of the lower stratum of coal immediately upon the grate, and the greater portion of the gases resulting from this will be a combustible gas—namely, the *carbonic oxide gas*, which is invariably produced when the proportion of carbon is in excess to that of oxygen; the portion of *carbonic acid gas* which is produced will in its passage upwards through the superincumbent mass of ignited coal absorb an additional dose of carbon, and will thereby also become converted into *carbonic oxide gas*; at the same time, the carbonaceous gases contained in the fuel, such as carburetted and bi-carburetted hydrogen, will be evolved or distilled from the coal by the heat; and thus all the fuel in the fire-chamber is converted into combustible gases, which will pass over the fire-bridge into the furnace.

3. I effect the combustion of these gases by forcing amidst them, in their passage over the fire bridge, heated and compressed atmospheric air, supplied in numerous small streams, thereby causing a rapid and intimate combination of the oxygen of the air with the combustible gases, and, consequently, their immediate and perfect combustion, and a most intense temperature in that part of the furnace where it is required.

The body of fuel in the fire-chamber, with exception of the stratum resting immediately upon the grate, is never at a high temperature, as is the case in ordinary furnaces, but is kept at a low red heat, which is quite sufficient to effect the transformation of all the fuel into combustible gases. The supply of blast (cold) under the grate, by which the combustible gases are generated from the fuel, and the supply of hot air for their subsequent combustion, is regulated by means of cocks or valves, and must be so adjusted to each other as to effect the complete combustion of the gases, without having an excess of air in the furnace. Thus, the effects of the flame in the furnace may be made at will, either reducing, neutral, or oxidising, according to the quantity of combustible gases generated, or the volume of hot air admitted for their combustion. The heat thus produced is more directly applied to the purposes required than in ordinary furnaces, in which the heat is produced by the imperfect combustion of the solid fuel in the grate, and where the metal under operation derives its temperature merely from the flame, in its passage through the main or working chamber of the furnace; whereas, in my improved furnace, the temperature in the fire-chamber, where the combustible gases are generated, is quite low—but their actual combustion, and the intense temperature resulting therefrom, is concentrated in the very spot where the metals are placed for operation, and where the greatest heat is required. The loss of fuel, by the escape of unconsumed combustible gases out of the chimney, is thus avoided; and, as the combustion of the gases in the furnace is effected under a pressure greater than that of the atmosphere without, the loss of metal by oxidation, in consequence of the air entering into the furnace, through the working door, or through any openings or crevices in the furnace, is entirely prevented. Any kind of coal may be advantageously used in furnaces of this description; but they will be found particularly applicable to the use of stone-coal, or anthracite, which has hitherto not been successfully employed for metallurgic purposes in reverberatory furnaces. Furnaces of this improved construction may be employed with great advantage in the working of all kinds of metals, but will be found of peculiar value in the different processes of the manufacture of bar iron, where I have used them with complete success for refining, puddling, and re-heating, as also for the forging of heavy pieces, such as steam-boat shafts.

The principal benefits resulting from the use of these furnaces are:—

1. A more intense temperature than is produced in reverberatory furnaces of the ordinary construction.
2. An important saving of fuel.
3. A better yield in the working of metals—or, in other words, a diminished loss of metal, from oxidation.

DESCRIPTION OF A GAS FURNACE, FOR REFINING IRON.

Fig. 1. Horizontal section, showing the plan of furnace.
Fig. 2. Vertical longitudinal section.
Fig. 3. Transverse vertical section, showing the air-heating pipes in the stack.

A is the fire chamber, in which the fuel is converted into combustible gases.

B is the grate, upon which the fuel is supported.

C is the ash pit, which is closed in front by an iron door.

D is an opening in one of the sides of the ash-pit, through which atmospheric air is blown into it.

E is the stoking hole, for filling the fire-chamber with fuel.

F is the hot air chamber, which is placed on top of the fire, or gas generating, chamber, and from which issue a row of blow pipes, G, through which the hot air is blown amidst the combustible gases in their passage over the fire bridge. The hot-air chamber, F, is of cast iron, and the blow-pipes are of sheet-iron; they are made about fifteen inches long, two inches diameter at the larger end, and one inch and a quarter at the mouth, which should be slightly flattened. In this instance, there are nine blow-pipes used; but a greater or less number may be employed.

H is the fire-bridge, over which the combustible gases and the streams of hot air become mingled; it is made much longer than in ordinary furnaces, being 2 ft. 6 in. from the end of the blow-pipes, for the purpose of affording the gas and air time to become thoroughly combined before entering the main chamber of the furnace.

I I are cast-iron blocks that surround the entire hearth of the furnace, and through which a stream of cold water is made to circulate, for the purpose of protecting the sides from the intense heat and the destructive effects of the melted iron and scoria.

K K is the hearth, which may be made of fire-bricks set very close on edge, or of good fire sand. It is made to slope towards the tap-hole, L, so as to enable the refined iron to run out more easily.

M is the throat or flue of the furnace.

N is the stack or chimney.

O is a chamber, in which is placed a system of pipes for heating the air. This chamber is separated from the stack by a partition of brickwork, which has, however, numerous openings, through which sufficient heat is communicated to the pipes, P P P P, to heat the air which is forced through them to the required temperature. This may be regulated with great nicety, by allowing more or less of the burnt gases to pass into the chamber, O, through the openings in the partition, by contracting either the chimney, N, or the chamber, O, at top.

Q Q are tuyeres, through which streams of hot air are blown upon the melted iron, for the purpose of refining and decarbonising it. They are so placed that their axes converge towards the middle of the hearth, and have a pitch of from 25° to 30°, which will cause the liquid iron to move round in two opposite currents, thereby exposing every part of the surface of the metal to the decarbonising action of the hot blast.

R is a pipe leading from the blowing machine that supplies the cold blast, and from which a branch, *r*, goes off, to furnish the blast under the grate into the ash pit, and which is regulated by the valve, S. Another branch, *r'*, rises and communicates with the pipes, P, in the chamber, O, whence the heated air is conveyed by the pipe, P', to the hot-air chamber, F, where its supply is regulated by the valve, T.

U U are two small branch pipes, descending from the pipe, P', which convey the hot blast to the tuyeres, Q Q, which is regulated by the valves, V V.

W W are the working doors of the furnace, there being one on each side of the furnace.

The mode of refining iron in a furnace of this kind is as follows:—The fire-chamber, A, is filled with fuel, and after it is ignited the cold-blast is let on under the grate, by which the combustible gases are generated; the valve, T, is then gradually opened, to admit the hot air for the combustion of the gases. After the furnace has been brought to a white heat, from 25 cwt. to 30 cwt. of pig-iron is charged, and spread all over the hearth, piling it in such manner that the flame may circulate well through. When the charge is melted down quite thin, which will generally be the case in one hour and three-quarters, the hot blast is let on through the tuyeres, Q Q, by which the iron will become refined. In about one hour to one hour and a quarter the metal will be found sufficiently refined, when the furnace is tapped, and the metal runs into the mould.

This mode of refining affords a very important saving of iron over the ordinary method, in the open finery fire—for in the latter, the iron is exposed to the oxidising action of the blast from the tuyeres, during the whole period of its melting down, so that a very large proportion of the iron is actually converted into cinder before the whole charge is fused. The loss of iron in the open finery varies from 12 to 15 per cent.; but in the operation of refining in my improved furnace the whole charge of iron is melted down without any loss from oxidation, as no more air is allowed to enter the furnace than what is required for the combustion of the gases—and the process of decarbonisation does not commence until after all the iron is fused; the loss of iron in my furnace is, therefore, much reduced, and rarely exceeds 7 per cent., but varying generally from 5 to 7 per cent. Another advantage connected with this mode of refining is, that raw coal, and anthracite, or stone coal, may be used—whereas, the open finery requires the coal to be coked. The quantity of coal required to refine a ton of iron in these improved furnaces is from 6½ cwt. to 7 cwt.—Furnaces of this description may also be employed with great advantage for the puddling of crude or pig iron, by combining the two processes of refining and puddling in the same furnace. When employed for this purpose, the hearth should be made about eighteen inches wider than that of the refinery furnace just described, which it resembles in all respects except the bottom, which is the same as in ordinary puddling furnaces. The charge is double, being about 9 cwt.; and, as the furnace has two working doors, opposite to each other, two puddlers work at it at the same time. After the charge is melted down, it is subjected to the streams of hot air from the tuyeres, in the same way as in the refining process; but, instead of tapping the metal when it is sufficiently refined, the blast from the tuyeres is shut off, and the quantity of gas to be generated is slightly diminished, whereby the temperature of the furnace is reduced to a proper puddling heat. The puddlers then commence to work the iron, the same as in the ordinary furnace, regulating the temperature at will, by generating more or less gas, as may be required.—The re-heating and mill furnaces, or such as are intended for the forging of heavy pieces, are the same in their arrangement of parts as the refining or puddling furnaces just described, varying only in the shape and dimensions of the hearth, according to the nature of the work for which they are intended.

C. E. Detmold.

WORTH'S PATENT ROTARY PUMP.

We have been favoured with an inspection of this pump, which, for simplicity, power, and the ease with which it is worked, is certainly a highly effective machine. There appears to be a nearly entire absence of friction; the working parts require no packing; in addition to its durability, it is extremely portable; and, by the application of the force-pipe, it becomes a powerful forcing pump or fire engine. The body or working box consists of two circular discs, seven inches diameter and two and a half in thickness, from the lower part of which descends the suction-pipe, in which is a clack-valve within atmospheric distance of the surface of the water, and just above is the eduction-pipe; within this box rotates a circular disc, having at opposite sides of its diameter two openings, in which, turning on an axis, are two valves, which, by the action of two cross pieces on a projection within the box, alternately open and shut, carrying the water round with them, and ejecting it with great rapidity. With this small pump, one man can, with the greatest ease, raise thirty gallons of water per minute. On board ship, it will be found a great acquisition, as it can be carried with every facility from one part of the vessel to another, and cause a very considerable saving of time in washing decks, wetting sails, scouring the closets, &c.—and, besides its great value as a fire-engine, it will keep a vessel clear of any ordinary leakage, by one man only. To brewers, distillers, sugar refiners, and, in fact, all establishments where pumps are in requisition, it will be found of the utmost service, not only from its economy of labour in proportion to the work performed, but also from the facility with which it is cleaned when the liquor is to be changed—and, from this circumstance, it is also well adapted for publicans and spirit merchants, being likewise very ornamental in appearance. We have no doubt this pump will come into extensive use here, and also obtain the preference for exportation.

ORIGINAL CORRESPONDENCE.

UNITED MEXICAN MINING ASSOCIATION.

SIR,—I observe, in your Journal of last Saturday, a letter signed "A Subscriber and Shareholder," respecting the low price of United Mexican shares, and I now see they are still lower, having been done yesterday at 2l. 12s. 6d. per share. What can induce people to dispose of their shares at such a price it is difficult to imagine; the company is free from debt—they have, by the recent contract, obtained the entire control over the administration of the Rayas Mine, a matter of great importance—and, more than all, are likely, ere long, to pay a dividend; this, too, independent of the probability of greater profits (from the new works of discovery in progress) than have been realised during the last two or three years, which has enabled the company to pay off a considerable debt, thus leaving all future profits divisible among all the shareholders alike. I suspect, as your correspondent hints, that it is very profitable to a certain set of "bears" on the Stock Exchange to keep down the price of these shares; but how the holders and the public can be so gulled is the mystery. How happens it, that a purchaser cannot get his shares delivered for some weeks, and even months, after the purchase? It is a very pretty profit for the jobber to sell at 3l. 10s. per share, or more (as was done a few weeks since), and now to purchase at 2l. 12s. 6d.; it is evidently enough the interest of the "bear" to depress the market, but let the holders be firm, and not part with their shares at the present inadequate price, and they will then obtain a fair price for their shares. There is evidently something very wrong in the mode of doing business in these shares. Why does not the broker deliver the shares according to his contract, as is usual, within a reasonable time, instead of months afterwards?—Is it because he cannot obtain them? If so, they ought to be higher, and if the holders are firm they will be.—Or, is it that these "bears" hope to work upon the fears of the shareholders, and induce them to sacrifice their property? If so, let shareholders go to the office, read the accounts, make inquiry, and I will venture to predict they will have their fears set at rest, and, by demanding a better price, they will obtain it. Perhaps, some of these "bears" sold their shares about two years ago at 8l. a share (as I believe is near the mark), and are now (very naturally) much annoyed, and wish (perhaps, very naturally also) to make up their losses out of the pockets of the present shareholders! All I can say is, let the latter be cautious. I must admit, the accounts exhibited at the office are rather perplexing at first sight; for, by the statement showing an "excess of outlay," it would appear as though they were working to a loss, instead of a profit—but I believe the case to be, that this excess of outlay is only over the returns from own and joint account with the "buscones," or miners, leaving the company's own ores clear to cover this excess, and leave a profit; but this does not appear so clearly as it might do, and it is rather startling to see put down an excess of outlay of some thousands of dollars every month—but this will soon be dissipated by a little inquiry.

Some may say, "Oh! the writer is an interested party," but not only those interested, but others perfectly disinterested, are quite astonished at the low price of United Mexican shares; and I would only further add, "let all sceptics go, make inquiry, and be convinced." By the insertion of the above in the next Number of your valuable and disinterested Journal, you will oblige

London, May 30. A CONSTANT READER.

SANTIAGO MINING COMPANY.

SIR,—It is quite evident from the way in which "Argus" writes in your Journal of Saturday, the 18th inst., that he is a shareholder in the Santiago Mining Company, and that he has an eye only to his own interests. I am exceedingly glad to find that he has seen the accounts lately received from Cuba by the company, inasmuch as I myself am a shareholder in that concern, and am rejoiced to find that they are so satisfactory as regards the actual state of the mines in the newly discovered lodes; at the same time I think it quite necessary that neither himself or others should be led away in the expectation that the Santiago Company have a right to expect that the case now in dispute with the Cobre Company should be left to reference, or equity, lawyers, in this country. I am likewise a shareholder in the Cobre Company, and so far as I can understand, and am led to believe, that if the Santiago Company had got all the land that they sought for, it would amount to about eight or ten English yards, besides the decision having been given (even as regards this small portion of their claim) in favour of the Cobre Company, it is foolish to expect that they would leave that to reference which has already been decided in their favour, and which, no doubt, will be ratified by the Superior Court at the Havana. As regards the insinuations thrown out by "Argus," about bribery and large sums paid by the Cobre Company, I am confident there is not the slightest foundation for such an allegation.

London, May 24. A SHAREHOLDER IN BOTH COMPANIES.

ON THE ECONOMICAL WORKING OF COAL MINES.

SIR,—Being a regular reader of your valuable Journal, and being wishful to obtain a piece of information which I think will not prove uninteresting to the generality of your readers, I take the liberty of addressing you on the subject, hoping you may deem it worth inserting (in any form you may think proper) in your publication. In the north of England coal fields, when the coal measures are covered by a considerable deposit of magnesian limestone, it is customary in winning collieries to erect powerful pumping engines (often between 200 and 300 horses power), chiefly for the purpose of drawing the large bodies of water which are met with in sinking the pits through the porous strata, such as limestone, limestone marl, and sand, which are met with near the surface, and after such porous strata are sunk through, the water is generally dammed or "tubbed" out of the pit by a cast-iron casing, thus leaving those powerful and expensive engines comparatively useless, they generally only having to pump the small feeders met with in working the coal, whereas engines, in many cases of only half the power, and sometimes of one-quarter of the power, would be sufficient for that purpose; perhaps, in many instances, a great expense might be saved by erecting the engines intended to draw the coals on commencing to sink, and during the sinking adapting them to draw the water, never letting the water exceed their power, by putting in a portion of casing or tubbing as soon as the engines were nearly at full work, thus reducing the feeder to what they could easily command, and, after the coal is won, retaining the pumping apparatus attached to one or more of them for the purpose of drawing the water met with in the workings, at nights and times when the coal working is suspended; however the cases to which I wish to draw attention are those where the large pumping engines are already erected, the coal won, and they having little work to do, and I am correct when I state that they are very numerous. The horses employed to bring the coals from the workings of the mines to the shafts form a very important item in the expense of working a colliery, and I am inclined to think that it would not be a difficult matter for some of your [illegible] readers to find a cheap method of applying the dormant power of the large pumping engines alluded to for this purpose, in such a manner as to effect a very considerable saving of expense in the working of such collieries. The outline of a plan which has struck me as likely to be best adapted for doing so is simply this:—the water which has been pumped up behind the shaft casing to be piped down to the working seam of coal (often with a pressure varying from 100 lbs. to 400 lbs. per square inch), and applied to a hydraulic engine with ropes attached, for working the coal traffic on the underground railways; the water then brought into the mine to be run from such hydraulic engine into a lodgment or "standage" near the bottom of the pit, and drawn to the surface, or ground behind the tub casing, if necessary, by the engine on the surface.

The information which I am desirous of obtaining may be stated as follows:—Is there any hydraulic engine already known which can be applied with facility to this object? and, if any, where can a description of it be had? If not, can any of your readers, who may feel interested in the subject, throw out an idea of one likely to answer the purpose? Sometimes steam engines have been erected underground for the purpose of bringing coals to the shafts with a beneficial effect, but they are often extremely expensive, owing to the great quantity of ventilation they required, which has to be [illegible], and the cost of [illegible] generally [illegible] in a much higher ratio than [illegible], and to the boiler houses, and other inconveniences which will readily appear; one of the great [illegible] often being the conveying of the smoke up the pit, as it causes a heavy expenditure in keeping the ropes, timber, &c., in repair in the shaft where it ascends. I am inclined to think from the above circumstances that as a hydraulic engine would be placed in a small space, and not be subject to many of the inconveniences last named, besides being easily regulated by a stop-cock in the supplying pipe, that it is highly desirable to draw attention to the subject. J. J. A.

Staffordshire, May [illegible].

THE MUESELER SAFETY LAMP.

SIR,—I have always understood that in the Mueseler lamp of Belgium the atmosphere which ministers to combustion is admitted from above, and that this was its distinctive characteristic. Wherein does this differ from Dr. Clanny's last lamp?—I presented a cylinder of wire [illegible] gauze [illegible], which I was the first to recommend as a substitute for glass, and the judicious application of which to the Davy lamp would materially enhance the safety of that [illegible].—May 27. J. MURRAY.

APPARATUS FOR ARTIFICIAL RESPIRATION.

SIR,—I read the following paragraph in the *Illustrated Polytechnic Review*:—"On the [illegible] of the Royal Humane Society, a plan of artificial respiration was adopted. The lungs were inflated with cold air; [illegible]. An apparatus for trying warm air has been [illegible], and the [illegible] will, doubtless, succeed." To what this may refer, I cannot tell; but I may be permitted to say, that, more than twenty years ago, I presented an invention, as a substitute for the crude form of the bellows hitherto used, to the Royal Humane Society. It was examined and pronounced on [illegible], and [illegible] the only objection [illegible] against its [illegible] adoption was its presumed expense, which it was supposed would much exceed their clumsy, rude, and useless apparatus. My invention consisted of two concentric cylinders, a piston moving in the inner one, and propelling the air into the lungs, or withdrawing it; a flexible caoutchouc tube, curved like the proboscis, connected the cylinder with the trachea. The space between the cylinders was supplied with water maintained at a uniform temperature of 98° Fah., and thus sustained the air within at the animal temperature. Of course, a renewal of the air was not necessary till natural respiration had returned. I had, by an additional contrivance, provided for the application of stimuli, and the neutralisation or counteraction of septic and other poisons, when asphyxia was occasioned by them.—*May 27.* J. MURRAY.

THE HYDRAULIC RAILWAY.

SIR,—An inventor who has exerted himself for a considerable length of time to bring forward his invention, and who learns from various respectable quarters that it appears to require little more now than a moderate share of influence, and a little assistance from the *golden lever*, to produce it in a state of physical demonstration before the general and railway public, and insure its success, will naturally feel disposed to offer his acknowledgments to a party who does anything to forward his views. Such was my disposition in your regard, on reading an article, for which I was quite unprepared, in your last impression, headed "The Hydraulic Railway;" for, though I perceived the projected line from Dublin to Ballina was only laid down *on paper*, yet, when that is done cleverly, it is one step more gained towards this great propulsion agent being laid down on *terra firma*. But this morning the original article, or rather advertisement, in the *Dublin Monitor*—of which the notice in the *Mining Journal* appears to be an abstract—has been laid before me; and to the able writer of that document, whether "secretary," or whatever else he may be, I feel my best thanks are, in the first place, pre-eminently due. He is certainly a clever fellow, and deserves my thanks, whatever may have induced him to advertise; but I am afraid he is not quite so much *au fait* as he would wish us to imagine, for, though he dates from Manchester, which is a great railway market, he has made one material mistake, and that consists in assigning me "200l. per mile for patent right." My patent only "takes the cream off the milk"—that is, it only covers England; therefore, the projectors of "The Grand Hydraulic Propulsion Railway from Dublin to Cork—First great artery, Dublin to Ballina," have my best wishes for the success of their undertaking, without any charge for patent right—nay more, let them form their company, and then, if they wish to avail themselves of the information, study, and labour of the inventor, in developing the scheme in a practical shape, they shall command his services for considerably less than the rate of remuneration assigned him as above, in the "preliminary prospectus."

On one point, however, I must dissent most decidedly from the party or parties putting forward this advertisement. The public are wanted as subscribers to any great undertaking, and engineers are wanted to conduct the usual engineering works. Why, then, make any remarks which might, possibly, be considered as offensive, on a body of men who, within the short space of fifteen years, have covered the country with WORKS, which, taken in the aggregate, far surpass those efforts which—though spread over a series of centuries—now in their ruins, immortalise ancient gigantic Rome, and still more gigantic Egypt. That men should feel in some degree prejudiced in favour of the stupendous works they have, after many labours, at length completed, is natural, but to imagine they have not the manliness of mind to overcome this feeling, when shown to be erroneous, is unworthy of any one who has benefited by their labours. The atmospheric system is a case in point to the contrary, and a strong case too, as is evidenced by the fact of the friends of that system continually shunning all notice of the hydraulic, and, far more, the being brought in contact with it—whatever circumstance may arise to indicate an opposite course—and even when the pretensions its natural advocates make in its favour, might, possibly, be received with rather more confidence, if they could venture on coming forward to prove before the public their system of propulsion, by fair comparison, the best ever offered to the public.

But I will not trespass further on your valuable columns with any remarks to which the "Preliminary Prospectus" may seem to give rise; and will only add that, if the promised "Detailed Prospectus" duly appear, it will, probably, not be long before hydraulic propulsion emerges from the shade, and developes its giant powers and eagle's speed before the civilised world; nor will it in that case (and I hope, too, in no other) be likely to remain much longer a question, whether railways must always be confined to planes, not visibly departing from the horizontal; or whether railway trains may not be made to ascend elevations in some degree approximating those exhibited on the high roads, when winding up some of our celebrated mountain districts. That the power of water should first be fairly tested in all its bearings, in the Sister Isle, against that of air, would be a circumstance proving extremely agreeable to me; and, what is more important, I think it would be satisfactory to all who interest themselves in the progress of the wonder of our times, the great railway system.—*Bath, May 28.* J. G. SHUTTLEWORTH.

MAJOR PARLBY'S BREAKWATER.

SIR,—It is delightful to see a talent for observation commensurate with the opportunities for the acquisition of knowledge. Assuredly Major Parlby is a memorable example; and the intelligence he has displayed in turning to a good account, and to practical benefit, the instruction gleaned from the phenomena of Nature, is of no ordinary grade. The advantages and pleasures of such keen observation and judicious inferences, carry with them their reward, and their devotee can best appreciate the amount of good. I have seen the floatage of the long stringy *fuci* maintain, as in a lagoon, an inner basin of tranquil water, while the waves beyond were troubled. I cannot doubt the full efficiency of a breakwater, founded on the principles he has adopted, because, based on the stability of the statics of Nature—or, rather, I ought to say, the immutable laws of the "Great Geometer." Of a similar description is the Floating Lotus Breakwater of Captain Norton. I have often admired the secure and peaceful floatage of the Nymphæa and Lotus, from the ripple and the wave, as secured by the circumvallation of the surrounding leaves; and have further observed, that, when the wind has raised the outer edge of the floating leaves, the security was enhanced, and thus became proportionate to the increased powers of the wind. I personally knew Captain Norton, of Flushing, near Falmouth—another fine example of a correct and acute observer of the natural objects which surrounded him, or were incidentally presented to his notice—and the [illegible] *Ballistic*, the trophy of his close observation, is a lasting memorial, as it is a fitting compliment to his sagacity and talent.

It is sufficiently obvious, that the works of creation are "the perfection of beauty," and when we copy from them, we do so from a transcript of finished excellence, which none can improve, and none may add unto, without impairing their value or paralysing their importance. What I am desirous to see is, individuals, instead of copying from one another, where imperfection characterises every effort of art, copying from a higher source—a perfect mechanism. What important suggestions might be gleaned for the construction of valves for pumps, by studying the semilunar, tricuspid, and mitral valves of man? In order to perfect or improve our musical instruments, the double trachea of singing birds should be studied; but I have said enough to explain my meaning. It is said that Sir Isambard Brunel received a hint for his shield employed in the Thames Tunnel excavation, from that of the *Teredo navalis*. Be that as it may, Smeaton took for his pattern of the Eddystone Lighthouse, the form of the trunk of the oak; and that mighty work stands his enduring monument—and so it was with Watt—a mighty name; he copied the flexible [illegible] which convey the water across the River Clyde, from the curious joint in the tail of the lobster. I remember walking with Mr. Dredge, in his garden, near Bath, the subject of conversation was his suspension-bridge—one which I had repeatedly passed and repassed. He then plucked two leaves (these were leaves of *Laurus nobilis* and *Aucuba Japonica*), and, comparing their type—"these," observed he, "are all the elements of my suspension-bridge;" and, certainly, here are the tapering suspender in the midrib, and the diagonal bearings in the lateral nervures. Undoubtedly, this invention embraces all the principles of stability and permanence; and the several suspension-bridges which have been erected, on Mr. Dredge's plan and arrangement, in Scotland and elsewhere, are honourable testimonials to his genius and the truthfulness of the copy. If I remember right, Mr. Dredge informed me, that he would engage to have projected one of his suspension-bridges between St. Vincent Rocks, at Clifton, for 10,000l.—whereas, the estimate of the plan adopted is 60,000l., and if 80,000l. cover the ultimate costs, then I have been misinformed. It has often appeared to me strange, that the "nautilus," a fossil shell, which I have seen sailing on the Mediterranean, or the *Argonauta Argo*, or even the form and structure of the fish, should not have been accurately and attentively studied for our maritime and naval architecture.—*May 28.* J. MURRAY.

MINING INVESTMENTS—PRICES OF SHARES.

SIR,—I am much concerned for the sad lot of those of your correspondents who complain that the price of their shares does not keep pace with their expectations, and that, in fact, the public are not aware of the good things in which they might invest their spare cash; that no pains are taken to make them acquainted therewith; and that, consequently they do not purchase shares.

"'Tis true, 'tis pity—pity 'tis 'tis true."

One complains of the del Monte, another of the United Mexican, another of something else, but all agreed upon the same string—viz., the price of shares, at which they have purchased some no doubt, and I presume have not got the opportunity of doubling their capital. Truly, they are much to be pitied! and are [illegible] in their behalf. Now, my belief is, that so [illegible] there being one opinion "'tis all fudge." [illegible] but believe them not; for my part I never think of going there, as [illegible] from them, no doubt, and have been persuaded, you may easily [illegible] into believing that there are such things as mines—that sometimes there are good [illegible], and, sometimes, that affairs are not going on [illegible] it is a matter of notoriety that there is something not right, and the directors and secretaries are all speculating in shares. Oh! they are a rare set of humbugs, those directors and secretaries—as a friend of mine assured me, and he is a good authority, for he goes every month to read the "accounts." My friend is a "wide awake" chap; he holds "scrip," because, as he says, there's no liability, and his name is unknown. He questions the directors or the secretary, whom he never believes, although some unassuming shareholders do, no doubt. But my friend is a shrewd fellow, and contrives to get hold of some of the underlings, from whom he pumps a good deal of real information. He is a capital hand at the "market." He can see through a stone wall, or the wall of a vein. When full of shares every sentence he utters contains a "bonanza;" when a "bear," he talks of the poverty of the mines, and tells you of the failure of the "backs," and of water in the "bottoms." He has become quite an oracle in the market, has my friend. I strongly suspect (and I mention it in confidence to your correspondents) that he is talking now—if so, I recommend an application to him for his advice as to the probable course the market will take. Q.

["Q." is a curious correspondent. What does he mean, or does he understand himself?]

MINING IN THE EASTERN DISTRICT OF CORNWALL.

SIR,—I hope you will not consider it presumptuous in me to correct any errors or allusions, on the subject of Wheal Anderton Mine, made in your valuable and interesting Journal of the 25th inst.

In consequence of the defective and almost obsolete (which has been since proved) water-wheel, I convened a meeting of the proprietors (some twenty resident shareholders) on the 16th of April last, to take into consideration the propriety of carrying out the undertaking in such way as it appeared most consistent with their views, as well as a gentleman being employed to inspect the mine—whose report I annex, and which I hope you will do me the favour of publishing, with the following remarks—as justice compels me to make them, in behalf of my brother shareholders, as well as myself:—

1. The carpenter and his men alluded to was the contractor two days prior to your visit; therefore it would be impolitic for him, knowing the time given for completion of the new wheel (June 24 next), to keep men to look at, before the sawyers, who were then employed, could cut their timber, and other requisite materials were brought on the mine, to commence more vigorously. Had you taken more observation, you might have seen five others, independent of the "one full carpenter."

2. The water, turned off in its original channel, to avoid expenses of repairs, when not wanted, kept the mine drained to the depth of forty fathoms—"no water." The wheel now constructing, which will be ready at the given time, is 36 feet diameter, and 3 ft. 6 in. over the breast—not "26 feet, and 2 ft. 6 in." The best criterion to judge from of the speculation and prospects is, the following report of the agent employed to inspect. I have one-tenth—not all the interest. No man had a right to allow "abstraction" of property which was not his own, being intrinsic in itself—"precious"—which is not the case in every mine adjacent.

New East Crowndale Mine is not only talked of going to work—but is, and has been, virtually in operation these past three months; an adit of 100 fathoms, and other necessary preparatory work, has also been done, with a water-wheel preparing to be set in motion on the 24th of June next. This mine is divided into 128 shares; twelve I hold, and the remaining shares are distributed in the immediate vicinity, to different gentlemen.

Wheal Anderton Mine, May 28. JAMES CARPENTER.

[We readily give insertion to the letter of our correspondent. The size of the wheel being given 36 ft., instead of 26 ft., arose from error of the press. We offer no remarks on the comments of Mr. Carpenter, as those interested can inquire for themselves.]

Copy of Mr. John Paull's Report, read at a General Special Meeting of the Adventurers, held at the Mine, April 16, 1844.

TO THE ADVENTURERS OF THE WHEAL ANDERTON MINE.

Annexed is my report of your mine, which I carefully inspected on the 6th inst.—The first object which particularly struck my attention was, the very promising appearance which the lode indicated in the thirty fathom level east in several places—and, though not rich in these parts, yet, considering the gentle character of the ground, I have no doubt parts will be taken away, if the mine be worked on tribute; the lode is large, in some places four feet wide, and composed of capel and spar, with very good copper and lead ore—one feature of the former is, its similarity to some parts of the Wheal Friendship copper ore. My next course was to the forty fathom level, which, in driving north, nine fathoms from the engine-shaft, cut the lode, having the same characteristics as it has in the thirty fathom level, with the pleasing indications of much more copper and lead ores—and at the present end of this level the lode looks very well, being composed of a good branch of lead ore from four to six inches wide, and copper ore from ten to eighteen inches wide (saving work), being altogether about two feet wide—a very promising lode (see the stones I broke myself of lead and copper ores), especially when taken in connection with the cheapness with which the ground can be broken; and, though no one is able to say how far this may continue, yet it looks likely to be found both upwards and downwards, as well as in other directions, on its course. Should I venture to suggest as to the future operations, it would be, that your engine-shaft be sunk twelve fathoms deeper, the lode explored, and communications made with the other shafts, &c.—I am, respectfully,

Tavistock, 4th month. JOHN PAULL.

LIGHTNING TUBES.

SIR,—Those enigmatical productions called "fulgurites," or [illegible], there can be no doubt, are the offspring of lightning. The lightning strikes the sand, penetrates the earth to a considerable depth, and fuses the siliceous matter in its progress. The late Mr. Irton, of Irton-Hall, presented me with two portions of one of these, discovered on his estate in Cumberland. Here the fulgurite extended to a depth of nearly thirty feet, and formed an irregular quadrangular tube, glazed in its interior, and throughout its entire extent; it had glanced off at a tangent, at a certain depth, where it had encountered a pebble of [illegible] porphyry, forming ramifications like the roots of a plant. Mr. Irton informed me that, in his eagerness to examine the phenomenon *in situ*, he had nearly been buried alive, as the loose sand gave way, and filled up the excavation to the depth of from four to five feet.

May 27. J. MURRAY.

ON VENTILATION.

SIR,—I presume that all your readers, in common with your very intelligent correspondent, "R. B."—a gentleman who, unquestionably, combines skilful practice with scientific knowledge—have felt surprise and astonishment at a notable and astounding communication which has lately appeared in your pages. It is not only "original," but unique—for, assuredly, "none but itself can be its parallel." Allow me to make a few general remarks which will enable your readers, however moderately informed, to judge for themselves, and draw their own conclusions. Atmospheric air consists essentially of 21 per cent. oxygen—a gaseous body which eminently supports combustion, and 79 parts nitrogen—a gas which is neither inflammable, nor does it support combustion, or, in other words, is distinguished by negative rather than positive properties. Carbonic acid gas, as an adventitious principle, in a very fractional ratio, has been discovered in our atmosphere, but is very variable. Even if hydrogen or its compounds did exist in the atmosphere, their descent into a mine is utterly impossible, unless the laws of gravitation and the statics of aerial fluids were turned upside down. Pure hydrogen is eleven to thirteen times lighter than atmospheric air, at the same temperature and density; when a stone ascends into the air, from the surface of the earth, then will these inflammable gases descend into the abyss of the mine, but not till then. Carbonic acid gas, called also by the miners "choke damp," "black damp," and "after damp," is a heavy sluggish gas, the specific gravity of which is 1·520; it is negative with regard to combustion, extinguishing life as it does flame, tumbles to the ground when poured out like water, and stagnates on the floor; it is found, among other sources, a natural product of the mine. It has nothing to do with the elements of explosion, though it be its offspring in the case of explosions of "fire damp." "Fire damp," the "light carburetted hydrogen" of chemists, is a compound of carbon and hydrogen, and its constitution is well known, it having been repeatedly analysed, as by Davy, Thomson, Henry, and others. It is, [illegible] the "shadow of a shade" of doubt, the natural product of the mine, and issues from the coal, from which it may even be obtained by simple mechanical fracture. "Fire damp" is much lighter than atmospheric air, and, therefore, ascends to the roof of the mine; it is highly inflammable (not, by itself, explosive), and, when mixed with atmospheric air, and forming from 1-8th to 1-13th by volume of that mixture, it becomes explosive, and explodes on contact of flame. Circumstances will promote or neutralise this explosive atmosphere, and changes in the density of the atmospheric medium (which are connected with storms or other phenomena), may essentially modify explosions in coal mines.—*May 27.* J. MURRAY.

NEWQUAY HARBOUR AND RAILWAY.—This undertaking, so connected with the western part of the county of Cornwall, merits notice, and which we hope to afford it on an early occasion, when in possession of more details than that at present at command. It is one of the gigantic conceptions of T. Treffry, Esq., at whose sole expense (the estimate being about 100,000l.) it will be constructed. We are glad to find that the bill received the Royal Assent on the 23rd ult., and we may, therefore, expect that immediate operations will be commenced. Indeed, judging from what has already been done by Mr. Treffry, and the active mind which directs the various works in which he is interested, we should be surprised if any delay should arise. The purposes of this line, and the contemplated breakwater at Newquay, will be duly appreciated by those who know the locality—while it is gratifying to be able thus to refer to the acts of one individual, who, in addition to the Harbour, Railway, Viaduct, and other works, noticed in our last, sets a [illegible] example to others possessing capital, in giving employment, and his personal supervision preventing those jobs which too frequently prevail, the general outlay being [illegible].

MINING IN MEXICO—No. IX.

The first of these conditions exists at the establishment at Durango, where excellent iron is obtained from blocks detached by Nature from the *Cerro de Mercado*, but its distance from the centre of population causes such expenses of carriage as prevent its development. Foreign iron is itself burdened with expenses of transit, which from Tampico to Zacatecas equal its cost in Europe, and also to Custom-house charges, from which it is difficult to separate it, seeing that in the financial system of Mexico the produce of the customs is almost the only tax which may be relied upon for the Treasury. Gunpowder is costly, and very bad in the bargain. In this case the conduct of the Government is hard to explain, for sulphur is plentiful, and the nitrates of potash abound in several plains on the plateau. This collection, which is done in autumn, experience has shown not to be productive, except it is done after the rainy season, always very violent in this latitude, which seems to confirm, in many instances, the theory of the formation of nitric acid in the air by electrical discharges. The inconvenience of paying so dearly for gunpowder is prejudicial to the miner, but, what is still more so, is its bad quality, which only produces a portion of the effects anticipated, and renders unproductive a great proportion of the labour of the workmen. The employment of this agent constitutes an important item in the expenses of works of research, which are, unfortunately, too little practised in Mexico. The variations to which day labour is liable are one of the most important objects for consideration, and, as it is a question which relates the same to the metallurgical works as to the extraction of the mineral, I will afterwards examine it in detail. The prices of all branches of human industry, especially in a country where manufactures are in their infancy, always follow in a certain proportion the wages that are paid in works of agriculture, which is almost everywhere, and particularly in this country, that portion of industry which demands most labourers; that scale is not over expensive in Mexico, which relates to this:—After the Conquest, wages, as well as other charges, were fixed by laws which were very detailed—so much so, that there exists a manuscript of Cortez regulating the prices of all the provisions that were sold by the tavern keepers on the road from Vera Cruz to the capital. The wages of the labourer was too important to be overlooked; it was specified, and has not changed since, though the value of the quantity of silver which was allowed him for a day's labour is very different now-a-days to what it was formerly. Although there is no regulation for the wages of mining operations, however, the low price for agricultural works has always a certain influence on those of mining, though the latter is more costly. The condition of the agriculturist is so little favourable, that there is no prospect of any immediate reform for his own advantage being undertaken. The expenses of mining labour tends rather to increase than diminish, and it is the same with the keep of animals; these, as well as the people, depend for their nourishment especially on maize, the chief product of the Mexican agriculturist, who, beyond this, may be said to be almost an exception to other nations. It has been said frequently, that the division of properties was, in a certain sense, contrary to agriculture, by hindering the employment of certain mechanical means, which can only be made use of to advantage in great undertakings. The cultivation of the land in the plateau of Mexico, seems to be in the same condition, not for the employment of some machines, but for a more indispensable agent—viz., water. This requires some explanation. It does not rain, in the cold climate, but during about four months of the year, from June to September; and as the maize, to furnish a good harvest, requires a deal of moisture during a certain period of its growth, there are two inconveniences to be feared by advancing or delaying the sowing. In the former case there is danger, if the rain be late in falling, of the plant withering away; in the second case, if the frost is very early, the crop is useless. It results from these inconveniences, very difficult to be prevented, that no reliance can be placed on a crop except on land which can be irrigated in the spring by means of reservoirs filled by the time with the rains of the previous season. The construction of these reservoirs is very costly, for they consist ordinarily of gigantic walls, which, by joining both sides of a valley, there arrest the waters of a torrent; they are called *presas*. The reservoirs, which are found contiguous to some agricultural works, are sometimes so extensive, that their cost must have reached several millions. It may suffice to say, that the division of fortunes—a consequence of the suppression of the law of primo-geniture, and the existing laws of the Republic, can be in no way serviceable to agriculture, for it is not for a trifling plot of land that works of such a nature would be undertaken. On the other hand, there is fear that such a plan is a great injury, from the difficulty which a number of proprietors naturally have in agreeing about the distribution of the waters of irrigation; it is, therefore, not astonishing if agriculture has declined since the new order of things has been introduced. We have already spoken of the steam power used for exhausting some of the principal mines, and the prodigious saving which arises from it for the company of Fresnillo, whose existence has depended on this method; another instance will, no doubt, shortly be furnished in the mine of Plateros, an important deposit, at two leagues from Fresnillo, which has furnished excellent ore to the depth of more than 100 metres, when the great abundance of water precluded further operations. An English company made a vain attempt to exhaust this mine by the ordinary method, and, after a very considerable outlay, abandoned its concession some years ago. But M. Gonzalez, who exhibited so much practical skill in exploring Fresnillo, formed at the end of 1842 a new company for working Plateros by means of a steam-engine. There are actual instances where the aid of this extraordinary power has worked [illegible] in the great Mexican explorations, but we must not draw the conclusion that we can everywhere act so successfully, and that the employment of steam power in clearing of water the mines of Mexico must have the same influence that it has exhibited in other branches of human industry. At this moment there is fuel at a moderate cost, looking to the results produced in the neighbourhood of Fresnillo, but if the mines of Sombrerete and Zacatecas, without speaking of the new explorations, were prosecuted with the same activity as they were forty years ago, and steam power was made use of exclusively for clearing of water, the steam-engines would fail through want of fuel after a few years; for all these important quarters, though placed within a line of about forty leagues, can only procure their wood from forests of green oak, mixed with some pines, the extent of which is extremely limited—there is, in this respect, a matter which the Mexican Government ought to look into with some anxiety, and this is how to prevent the gradual destruction of the little fuel that remains in the plateau of the Cordilleras; this scarcity must, sooner or later, increase to such an extent, that fuel will fail for almost every metallurgical operation, and for the timber-work of underground mining works; still, however, the felling of the timber is suffered to go on without the least order being instituted by the Government as to the future growth, which is the case in well-organised nations. For the mines situated in the Sierra Madre of Durango, there is a possibility of employing steam without this inconvenience, which must necessarily impede advantage being taken of it for all the old districts. Peat would be a blessing for the plateau of the Cordilleras, but at present it has only been met with on the coast, particularly near Tampico, in ascending the river *Panuco*, but then there are the natural difficulties as to the means of communication, so that the peat bogs ought to be contiguous to the metalliferous districts to become of real advantage. After having spoken of iron, gunpowder, the motive power for clearing the mines, and the cost of labour, we must say a few words on lighting and cordage. The former of these outgoings is very moderate on account of the low price of tallow, furnished in abundance by the numerous flocks bred up without cost in the extensive plains of the northern department. The cordage is generally made from the threads procured from the leaves of the plant called agave, which grows naturally in great abundance in those regions, and from which the inhabitants of Anahuac take the sap, from which a strong fermented drink is prepared, to which they are much attached. Unless we have new discoveries as to the methods of breaking into the rocks, the future presents little chance of the expenses of procuring the precious metals being much diminished from what they are at present, because as well as animal labour not being likely to be obtained in future at any cheaper rate, and the substitution of a mechanical power being scarcely practicable in the majority of the localities. The whole uncertainty in the art of mining being that of arriving at the ore, for the extraction of the metal from its gangues is an operation, the results of which can be calculated, as well as the expense, before it is entered; it is well here to speak of the political events which have already had, and must for some time have, an important influence on the progress of mining in Mexico.

MINING CORRESPONDENCE.

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ENGLISH MINES.

HOLMBUSH MINING COMPANY.

May 27.—In the 110 fathom level, west of Hitchins's shaft, the lode is one foot wide, and worth 15*l.* per fathom; in the stopes east of Mitchell's winze the lode is fifteen inches wide, and worth 22*l.* per fathom—west of ditto the lode is one foot wide, and worth 12*l.* per fathom; in the stopes west of Lobb's winze the lode is two feet wide, and worth 25*l.* per fathom; in the south lode, east and west of Goldsworthy's winze, the lode is one foot wide, and worth 16*l.* per fathom; in the eastern winze sinking below the level the lode is one foot wide, and worth 12*l.* per fathom; in the western winze the lode is fifteen inches wide, and worth 14*l.* per fathom. In the 100 fathom level, west of Hitchins's shaft, there is no important alteration; east of Mitchell's winze the lode is ten inches wide, and worth 10*l.* per fathom; east of Wall's shaft the lode is six inches wide, with stones of ore; the Flapjack lode at this level is two feet wide, composed of capel, spar, and mundic; in the eastern stopes in the back of this level the lode is fifteen inches wide, and worth 20*l.* per fathom; in the stopes east of Doney's winze the men are now employed rising to communicate with the ninety fathom level; in the stopes east of Hooper's rise the lode is fifteen inches wide, and worth 20*l.* per fathom—west of ditto the lode is one foot wide, and worth 10*l.* per fathom. In the stopes in the back of the ninety fathom level the lode is fourteen inches wide, and worth 15*l.* per fathom. In the eighty fathom level, east of the south cross-cut, the lode is nine inches wide, producing good stones of ore. The tribute department continues to turn out well. T. RICHARDS.

COOK'S KITCHEN MINE.

May 23.—On North Tincroft lode in the sixty fathom level we have driven fifteen feet west of the shaft, and have the lode six feet wide, worth 30*l.* per fathom; we have also driven twelve feet east of the shaft—lode three feet wide, worth 10*l.* per fathom. We have set two pitches in the back and bottom of the fifty fathom level, east of the shaft—average tribute, 8*s.* in the 1*l.*; we have also set a winze to sink in the bottom of the fifty fathom level, ten fathoms west of the shaft, and have the lode seven feet wide, worth 30*l.* per fathom. In the new east shaft on Eudey's lode we have sunk nine fathoms under the seventy two fathom level—lode six feet wide, worth 15*l.* per fathom for tin and ore; the end in the seventy-two fathom level east on this lode is suspended for the present, but we have sought a pitch in the back and bottom of this level, at 8*s.* in the 1*l.* In the 170 fathom level on Dunkin's lode, east of the winze, the lode is four feet wide, worth 15*l.* per fathom for tin, ground favourable. The lode in the south sump shaft, sinking under the 160, is six feet wide, worth 12*l.* per fathom for tin; in the 160 fathom level on this lode, west of south sump shaft, the lode is four feet wide, worth 12*l.* per fathom for tin. In the 150 fathom level, east of south sump shaft, the lode is three feet wide, producing a small quantity of ore. Our other pitches for tin and ore are looking much as usual. A. EUDEY.

GREAT WHEAL MARTHA CONSOLIDATED MINES.

May 25.—In the sixty fathom level, east of the shaft, the lode is two and a half feet wide, composed of capel, mundic, and spar, with spots of copper ore; westwards in the same level we have now cut through the lode. I am happy to inform you that it is very much improved, both in size and quality; six feet of which is good saving work—and by this post I have sent you some stones of ore broken from this part, and which show a great improvement from the level above. In the fifty fathom level west the lode is still five feet wide, composed of spar, mundic, and capel, with some stones of copper. In the forty fathom level west the lode is six feet wide, composed of spar and mundic, interspersed with copper ore. Sparges winze is now holed to the fifty-six fathom level, which has greatly improved the ventilation in this part of the mine; and you will find by our setting report that we have set a tribute pitch east and west of the same. In the adit level the lode is still three feet wide, composed of gossan and mundic, with black and yellow ore. In our dressing department we are progressing as expeditiously as possible, and shall have ready for sampling on Friday next about 20 tons.—At the new mine, Thomas's shaft is now under the adit level nine fathoms. T. PENALUNA.

UNITED HILLS MINING COMPANY.

May 25.—In Williams's shaft the ground continues favourable for sinking. In the seventy fathom level, in the eastern end, the lode is two and a half feet wide, eighteen inches good ore; in the western end the lode is four feet wide, one foot on the north part producing ore—improved since last report. In the sixty fathom level, east of eastern shaft, the lode is three and a half feet wide, producing but a small quantity of ore. West of James's the lode is two feet wide, very throughout, of low quality. In Webber's winze the lode is four feet wide, twenty inches on the north part ore of fair quality. In James's shaft the lode is four and a half feet wide, ore of average quality. In the fifty fathom level the lode is two and a half feet wide, producing some good stones of ore. In the thirty fathom level the lode is eighteen inches wide, six inches on the south part ore of good quality. In the ten fathom level the lode is two and a half feet wide, with a promising appearance, but not producing much ore. In Wheal Sparrow, no alteration in Gibson's shaft for the past week. In the forty fathom level the ground is rather more favourable for driving than last reported. In the twenty five fathom level there has been but little done in the winze for the past week, in consequence of the badness of the air. In the twenty fathom level, on Stacey's lode, in driving east, the lode is two feet wide, one foot very good ore; in the western end the lode is two and a half feet wide, eighteen inches ore of good quality. In the ten fathom level, on Stacey's lode, in the eastern end, the lode is two feet wide, fifteen inches good ore; in the western end the lode is fifteen inches wide, eight inches ore of average quality.

N. LANGDON. T. TREVENEN.

BEDFORD UNITED MINING COMPANY.

May 27.—At Wheal Marquis the sinking of the engine-shaft is progressing satisfactorily, and it is expected that the next lift (eleven fathoms) will be completed in time for setting the fifty seven fathom level cross cut, to drive south to cut the lode on Saturday next, which will be our survey-day for June month. At the forty-seven fathom level, west of the cross course, we have just reached what we consider to be the south wall of the lode, but shall not be able to say anything as to its size and quality for a few days, or may be before the expiration of the present week, by which time we hope to cut through the lode, and make it easy in ground free from the influence of the cross course, and when we are fairly set on coming into the same run of rich ore ground as realised in the level above (the thirty-five) in this part of the mine. The lode in the cross-cut, driving east at the forty-seven fathom level, has not yet been met with, which renders it probable that it has been shifted by the cross course farther than was anticipated; we are, however, expecting to meet with it daily. The lode at the thirty five fathom level west still continues about two feet wide, worth 20*l.* per fathom. The sump winze, east of the engine-shaft, has been completed from the thirty five fathom level down to the depth of the forty seven fathom level (twelve fathoms), at which the lode is now being driven on east and west, and at present in each end; it is on an average two feet wide, and worth about 8*l.* per fathom. The pitches continue to turn out equally well as reported for some time past. At Ding Dong the engine-shaft will be down by setting-day (Saturday next) about eleven and a half fathoms below the deep adit, at which depth it is contemplated to commence driving east and west on the lode, more particularly so, as the coming together of the two branches at present in the shaft, which are about two and a half feet in width, and composed of spar, mundic, and intermixed with good stones of ore. At Devon Kitchen, in the winze sinking below the deep adit, the lode is still about two and a half feet wide, composed of spar, mundic, and iron, at present carrying but a very small proportion of ore, although a kindly lode. J. H. HITCHINS.

[illegible] MINING COMPANY.

May 27.—The lode at the seventy eight fathom level in the east end is one foot and a half wide, composed of [illegible] and good [illegible]; the western end at same level has much the same appearance—the south lode will be cut here in a short time. In the seventy fathom level, driving west of [illegible]'s engine-shaft, we have had a good lode in the past week, and it is now eight inches wide, worth one ton of lead per fathom; the pitch in the bottom of this level is still turning out good work, and the lode in the course of the development has a good appearance; the eastern end from great engine shaft at the seventy is not yet productive, but the lode holds large, and continues to be of a very kindly character. The sixteen fathom level cross cut is still going south to intersect the lode before us, and the ground is cheap and easy for driving. Our tributers are in most instances making wages, and breaking a fair quantity of ore. The other places in the old mine have nothing new to report on. [illegible] R. ROWE.

[illegible]

May 25.—The ground in the [illegible] than when last reported. [illegible] S. LEAN.

TAMAR SILVER-LEAD MINING COMPANY.

May 27.—The 135 end is suspended for the present, in consequence of the whim not being able, through our one shaft, to draw away the stuff; this will shortly be obviated by the incline plane. The lode in the 125 fathom level is one foot wide, at present poor. In the 115 fathom level the lode is eighteen inches wide, composed of can and ore, a promising end. In the 105 fathom level the lode is two feet wide, composed of capel, mundic, and producing very good saving work for silver-lead ores. In the ninety-five fathom level the lode is two and a half feet wide, producing very rich work for silver-lead ores. In the eighty-five fathom level the lode is six inches wide, at present poor. In the seventy-five fathom level the lode is one foot wide, producing a small quantity of ore. In the sixty five fathom level the lode is nine inches wide, poor at present. In the fifty five fathom level the lode is three feet wide, composed of can and capel, intersected with silver-lead ores. The forty-five end is in slaty ground, and unproductive. In the thirty-five fathom level the lode is two and a half feet wide, producing work of a coarse quality. We have again increased the hands in some of the ends by means of the great improvement we have made in ventilating the mine by the assistance of the incline plane shaft, which is now down eight fathoms below the thirty five fathom level on the incline. We hope to sample on Wednesday, the 29th inst., about 100 tons of rich silver-lead ores. North Tamar engine-shaft is sunk ten fathoms below the forty fathom level. In the forty fathom level north the lode is nine inches wide, unproductive; at the same level, south of the shaft, the lode is one foot wide, producing a small quantity of ore. At the thirty fathom level south the lode is six inches wide, very poor; in the same level north the lode is one foot wide, producing good work for silver-lead ores. At Wheal Hancock the engine-shaft is sunk seventeen fathoms below the surface; the ground is somewhat harder for sinking; we shall have some doing next week in fixing what we term a standing lift. J. SPRAGUE.

TINCROFT MINING COMPANY.

May 25.—The lode in the eighty fathom level east and west continues large, producing coarse quality ores, much the same as when near the shaft at the level above. The lode in the seventy east is large, producing some ore, and kindly; the seventy west is worth 25*l.* per fathom; the winze sinking under the seventy east is worth about 12*l.* The lode in the sixty west is twenty inches, composed of mundic, spar, and ore, very promising. The fifty east is worth about 6*l.* per fathom; the fifty west is worth 30*l.* per fathom; a winze sinking from the forty to come down on this end is worth 12*l.* per fathom, and improving as we sink. North Tincroft shaft is about eighteen fathoms beyond the fifty end (west); the lode in this shaft is about fifteen inches wide, very throughout, and improving as we sink. The forty end west is also improving; the lode in the forty east is two feet wide, producing good stones of ore. At Palmer's, the seventy five west, on south part of East Pool lode, is unproductive. The sixty five west, on north part of East Pool lode, is worth 15*l.* per fathom; the lode in the winze, sinking under the sixty-five, is four feet wide, worth 15*l.* per fathom. No alteration in the south part of the mine. W. PAUL.

HANSON MINING COMPANY.

May 17.—Since my last report our sumpmen have risen about three fathoms against the whim shaft; the lode is two feet wide, with some ore. The sumpmen are also sinking the whim-shaft under the twenty-one fathom level down about three fathoms; the lode is two feet wide, with some ore. The lode in the twenty-one fathom level east is two and a half feet wide, with ore of a good quality. In the twenty-one west the lode is sixteen inches wide, composed of soft spar and mundic, a kindly appearance. In the twelve fathom level east we have gone through a fault or slide; the lode is in an unsettled state at present. The Gordon shaft is sunk under the twelve fathom level about four fathoms; the lode is two feet wide, with good stones of ore. At Truro we are still sinking Stainsby's shaft under the adit, down about three and a half fathoms; no lode as yet. In the adit end, north of Stainsby's shaft, no lode as yet. E. WILLIAMS.

CONSOLIDATED TRETOIL MINING COMPANY.

May 27.—The lode in Henwood's shaft sinking under the fifty fathom level is eighteen inches wide, producing some good ore; the lode in the fifty fathom level, west of Henwood's shaft, is ten inches wide, good tribute ground; the lode in the rise in the back of the fifty fathom level, east of Henwood's shaft, is nine inches wide, tribute ground. The lode in the forty fathom level, east of Henwood's shaft, is nine inches wide, tribute ground.

H. WILLIAMS. J. MORCOM.

CALLINGTON MINING COMPANY.

May 27.—The lode in the north engine shaft is producing some rich work for silver-lead ores. In the seventy fathom level we are driving through good tribute ground. In the sixty and fifty fathom levels we are opening tribute ground. The lode in the forty fathom level is still disordered, and split in branches.—At the south mine the lode in the eighty north continues rich, worth 30*l.* per fathom. In the seventy north the lode continues large, and of a very promising character; in this and the sixty fathom level we are opening tribute ground. The railroad at surface we expect to be completed this week, from which we shall derive considerable advantage in the dressing department, as all our work will be taken to the south floors in order to dress, where the halvans will be convenient for the stamps, the erection of which we are now making preparations for. J. T. PHILLIPS.

TRELEIGH CONSOLS MINING COMPANY.

May 27.—The eighty east of Christoe is two feet wide; a horse of killas has divided the lode, which is now worth 20*l.* per fathom. The winze under the seventy east is suspended until we hole from the rise in the back of the eighty. In Good Fortune shaft the lode is rather kindly, but not much ore. The sixty west is composed of spar and killas, and is just under the commencement of the ore ground in the fifty; the sixty east is two feet wide, yielding stones of ore. The fifty west is worth 10*l.* per fathom; the fifty east is producing one ton of ore per fathom. The rise against the new shaft in the back of the forty-four is worth 10*l.* to 12*l.* per fathom. W. SYMONS.

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MINE ACCIDENTS.

South Wh. Basset.—J. [illegible] was killed by the blasting of a piece of ground.

Wheal Andrew and Nangiles Mine.—W. Edwards was knocked off the ladder by a piece of stone, and killed.

[illegible].—W. Harris was killed by the sudden explosion of a hole, while he was preparing to blast a rock.

MINERAL RESOURCES OF FRANCE.—The annexed is an extract from a letter on the mineral resources of France, written by a proprietor of iron mines in Wales, dated Nantes, May 16:—"There exist in France both coal and iron in large quantities, but, unlike our favoured country, in no place are these minerals found together. The iron, to which I have especially alluded, is in Brittany; the ore in many places lies on the surface; from this vicinity I had some of it tested, and I found it contains about 60 per cent. of foundry iron. These mines do not appear to have been worked, and from various appearances I should judge that I had stepped on the tail of the mine rather than the full vein; the deposit appeared to be in a different form from our Welsh mines. It struck me that coal might be brought from Wales, as Brittany is very accessible, and at a rough calculation I estimate that one blast furnace, smelting 4000 tons per annum, would return [illegible] a year profit, provided the present price of iron were sustained here. Perhaps, these few hints I have gathered relative to the important trade of iron in France may not be out of place. There are [illegible] blast furnaces in this kingdom, of which [illegible] are fed with wood, and 13 with coke. They tell me that the wood high furnaces produce an annual yield of [illegible] tons, while one blown, in Merthyr Tydvil, gave a yield of [illegible] tons per annum. The total produce of all the French furnaces is [illegible] tons per annum, of which [illegible] is pig, and [illegible] cast iron. The import duty on foreign iron into France is [illegible] per ton for pig, and [illegible] per ton on bar. I need not point out the value of the connection of Wales [illegible]. Surely, if some competent persons were dispatched to examine this spot, the result would open a market much wanted by the Welsh ironmasters."

[illegible] MINE.—We understand that a discovery of ore ground has been made in the deep level in this mine.

[illegible] VENTILATION.—We understand that by means of an ordinary ventilating furnace [illegible] upwards of two tons of coal per day, about [illegible] cubic feet of air per minute [illegible] through the workings of the Pit Mine, by means of a fan connected with the steam engine, the current being so much accelerated, that upwards of [illegible] cubic feet [illegible] in the same time, being an increase of nearly three fold, so that now the place may be considered perfectly safe to the workmen.—[illegible].

MINING IN AMERICA.—The Sunbury (Pa.) Gazette says [illegible] during the present season, [illegible]. The large anthracite furnace which was erected a few years ago, and which had been idle for the last year, has been fitted up, and has again been put in blast. The business will now be carried on under more auspicious circumstances than formerly, [illegible] in the immediate vicinity of the furnace. The ore which they yield is said to be very excellent [illegible].

TREMENDOUS FALL OF STONE AT [illegible] QUARRY.—Last week [illegible].—[illegible] Chronicle.

MEETINGS OF SCIENTIFIC BODIES.

IN THE ENSUING WEEK.

SOCIETY.	PLACE OF MEETING.	DAY.	HOUR.
Royal Asiatic	14, Grafton-street	Saturday	2 P.M.
Entomological	17, Old Bond-street	Monday	8 P.M.
British Architects	16, Grosvenor-street	Monday	8 P.M.
Linnæan	Soho-square	Tuesday	8 P.M.
Horticultural	21, Regent-street	Tuesday	3 P.M.
Civil Engineers	25, Great George-street	Tuesday	8 P.M.
Society of Arts	Adelphi	Wednesday	8 P.M.
Zoological	57, Pall-mall	Thursday	3 P.M.
Royal	Somerset House	Thursday	8½ P.M.
Antiquarian	Somerset House	Thursday	8 P.M.
Royal Institution	Albemarle-street	Friday	8½ P.M.
Botanical	20, Bedford-st., Cov.-gdn.	Friday	8 P.M.
Royal Botanical	Regent's-park	Saturday	4 P.M.
Mathematical	Crispin-street, Spitalfields	Saturday	8 P.M.

CURRENT PRICES OF STOCKS AND SHARES.

STOCK EXCHANGE, Saturday morning, Twelve o'clock.

Consols Money, [illegible]
Consols Account, [illegible]
New 3½ per Cents., [illegible]
Reduced 3 per Cents., [illegible]
Reduced 3¼ per Cents., [illegible]
Long Annuities, [illegible]
Bank Stock, [illegible]
Exchequer Bills, [illegible] pm.
Belgian Bonds, [illegible] per Ct., [illegible]
Brazil, 5 per Cent., [illegible]
Danish, 3 per Cent., [illegible]
Dutch, 2½ per Cent., [illegible]
Ditto, 4 per Cent., [illegible]
Portuguese, Conv., 4 per Cent., [illegible]
Russian, 5 per Cent., [illegible]
Spanish, Active, 5 per Cent., [illegible]
Ditto, 3 per Cent., [illegible]
Chili, 6 per Cent., [illegible]
Colombian, 6 per Cent., [illegible]
Mexican, 5 per Cent., [illegible]

[From our own correspondents.]

CURRENT PRICES AT LIVERPOOL.—THURSDAY EVENING.

Stock.	Closing pr.	Sales.	Stock.	Closing pr.	Sales.
Blackburn & Preston	[illegible]	—	London and Brighton	[illegible]	[illegible]
Birmingham & Derby	[illegible]	—	London and Croydon	[illegible]	—
Birming. & Gloucester	[illegible]	—	Lond. & North Western	[illegible]	—
Bolton and Preston	[illegible]	—	Manch. & Birmingham	[illegible]	[illegible]
Bristol and Exeter	[illegible]	—	Manch., Bolton, & Bury	[illegible]	—
Bristol & Gloucester	[illegible]	—	Manchester & Leeds	[illegible]	—
Caledonian	[illegible]	—	Midland Counties	[illegible]	—
Chester & Birkenhead	[illegible]	—	Newcastle and Carlisle	[illegible]	—
Chester & Holyhead	[illegible]	—	Newcastle & Darlington	[illegible]	—
[illegible]	[illegible]	—	[illegible]	[illegible]	—
Glasgow, Paisley, & Ayr	[illegible]	—	Paris & Orleans	[illegible]	[illegible]
Grand Junction	[illegible]	—	Paris & Rouen	[illegible]	[illegible]
Gt. North of England	[illegible]	—	Paris and Strasburg	[illegible]	[illegible]
Great Western	[illegible]	—	Rouen & Havre	[illegible]	—
Harrogate & Knaresb.	[illegible]	—	Strasburg and Bâle	[illegible]	—
Harwich	[illegible]	—	St. Helens & Runcorn G.	[illegible]	—
Hull and Selby	[illegible]	—	Sheffield & Manchester	[illegible]	—
Lancaster and Carlisle	[illegible]	—	South Eastern	[illegible]	[illegible]
Lancaster & Preston	[illegible]	—	Trent Valley	[illegible]	—
Liverpl. & Manchester	[illegible]	—	Ulster	[illegible]	—
London & Birmingham	[illegible]	—	York & N. Midland	[illegible]	—

18, Castle street and Stock Exchange, Liverpool. JOHN GREAVES.

LEEDS, THURSDAY.—In our circular of a fortnight ago in the *Mining Journal*, in which we specially refer, we said, "The meeting of the South-Eastern being delayed to the end of May augurs anything but good to our eyes." This has been [illegible] verified by the publication of the statement of the accounts for the half year ending March [illegible], from which it is apparent that not more than [illegible] remains to the shareholders after a year's working. This, we think, will surprise and disappoint them not a little, and must inevitably bring down the shares to something [illegible] [illegible] much to the detriment of those who purchased at the late high prices. Time has not permitted us to examine the accounts minutely, but we shall make a point of doing so before next week. Prices have lately fallen, however, from [illegible] per share, and we should not like to say how much lower they will fall, though we have a pretty strong opinion on that point.—[illegible] have fluctuated during the last few days from [illegible] to [illegible]. Greenwich are stronger, at [illegible], at which price they have been done several times, but Blackwalls, on the other hand, have given way, selling yesterday at [illegible] per share. Manchester and Leeds [illegible] downwards, which [illegible] Hull and Selby [illegible], at about [illegible]. York and North Midlands are [illegible], at about [illegible], and this remark is quite applicable to [illegible] Bradfords, at about [illegible] prem.; showing that the [illegible] [illegible] in the share trade is [illegible] than the reality, [illegible] [illegible] of the passing of the bill in a short time. North Midlands [illegible], at [illegible], and we cannot help thinking that this [illegible] are long. The traffic on the Yarmouth and Norwich Railway has not [illegible] the expectations of the shareholders, [illegible] a fall in the stock from [illegible] to [illegible] per share; we think the [illegible] of present prices will [illegible] before another month is out.—We subjoin our quotations:—

Birmingham and Derby	[illegible]	London and South Western	[illegible]
Birmingham and Gloucester	[illegible]	London and Croydon	[illegible]
Bristol and Exeter	[illegible]	Manchester and Leeds	[illegible]
Eastern Counties (old)	[illegible]	Manchester and Birmingham	[illegible]
Edinburgh and Glasgow	[illegible]	Midland Counties	[illegible]
Great North of England	[illegible]	Norwich and Brandon	[illegible]
Great Western	[illegible]	Newcastle and Darlington	[illegible]
Hull and Selby	[illegible]	Northern and Eastern	[illegible]
Liverpool and Manchester	[illegible]	North Midland	[illegible]
London and Brighton	[illegible]	South Eastern and Dover	[illegible]
London and Greenwich	[illegible]	Yarmouth and Norwich	[illegible]
London and Birmingham	[illegible]	York and North Midland	[illegible]
London and Blackwall	[illegible]		

R. B. WATSON and CO.

LATEST PRICES OF IRISH STOCKS.—3 per Cent. Consols, [illegible] [illegible]

HULL, THURSDAY.—The market has not been particularly animated during the week. [illegible]

NEWCASTLE-UPON-TYNE, THURSDAY.—The share market this week has not [illegible]

COAL MARKET, LONDON.

[illegible]

LONDON GAZETTE.—[illegible]

[illegible]

SALE OF COPPER ORES IN CORNWALL.

Sampled May 15, and Sold at Pearce's Hotel, Truro, May 29.

Mines.	Tons.	Price.	Purchasers.	Mines.	Tons.	Price.	Purchasers.
United M.	[illegible]	[illegible]	Williams.	S. Caradon	[illegible]	[illegible]	English Co.
ditto	[illegible]	[illegible]	Vivians.	W. Provid.	[illegible]	[illegible]	—
ditto	[illegible]	[illegible]	—	ditto	[illegible]	[illegible]	—
ditto	[illegible]	[illegible]	Williams.	ditto	[illegible]	[illegible]	Freemans.
ditto	[illegible]	[illegible]	—	ditto	[illegible]	[illegible]	English Co.
ditto	[illegible]	[illegible]	Nevill & Co.	ditto	[illegible]	[illegible]	Freemans.
ditto	[illegible]	[illegible]	—	ditto	[illegible]	[illegible]	Nevill & Co.
ditto	[illegible]	[illegible]	—	ditto	[illegible]	[illegible]	Williams.
ditto	[illegible]	[illegible]	Vivians.	ditto	[illegible]	[illegible]	Vivians.
ditto	[illegible]	[illegible]	Williams.	ditto	[illegible]	[illegible]	Nevill & Co.
ditto	[illegible]	[illegible]	Nevill & Co.	Hallenbeagle	[illegible]	[illegible]	Vivians.
ditto	[illegible]	[illegible]	Williams.	ditto	[illegible]	[illegible]	Williams.
ditto	[illegible]	[illegible]	—	ditto	[illegible]	[illegible]	Freemans.
Consols	[illegible]	[illegible]	Freemans.	ditto	[illegible]	[illegible]	English Co.
ditto	[illegible]	[illegible]	English Co.	ditto	[illegible]	[illegible]	P. Grenfells.
ditto	[illegible]	[illegible]	Williams.	Fowey C.	[illegible]	[illegible]	Nevill & Co.
ditto	[illegible]	[illegible]	—	ditto	[illegible]	[illegible]	Vivians.
ditto	[illegible]	[illegible]	Freemans.	ditto	[illegible]	[illegible]	Nevill & Co.
ditto	[illegible]	[illegible]	Williams.	Treliel & C.	[illegible]	[illegible]	English Co.
ditto	[illegible]	[illegible]	English Co.	ditto	[illegible]	[illegible]	Vivians.
ditto	[illegible]	[illegible]	Freemans.	ditto	[illegible]	[illegible]	P. Grenfells.
ditto	[illegible]	[illegible]	Vivians.	ditto	[illegible]	[illegible]	Williams.
ditto	[illegible]	[illegible]	English Co.	Treverran	[illegible]	[illegible]	Vivians.
ditto	[illegible]	[illegible]	—	ditto	[illegible]	[illegible]	P. Grenfells.
ditto	[illegible]	[illegible]	—	ditto	[illegible]	[illegible]	—
ditto	[illegible]	[illegible]	Freemans.	Wh. Ellen	[illegible]	[illegible]	—
S. Caradon	[illegible]	[illegible]	P. Grenfells.	ditto	[illegible]	[illegible]	Freemans.
ditto	[illegible]	[illegible]	—	ditto	[illegible]	[illegible]	Vivians.
ditto	[illegible]	[illegible]	Williams.	ditto	[illegible]	[illegible]	Nevill & Co.
ditto	[illegible]	[illegible]	Nevill & Co.	E. Downs	[illegible]	[illegible]	English Co.
ditto	[illegible]	[illegible]	P. Grenfells.	ditto	[illegible]	[illegible]	—
ditto	[illegible]	[illegible]	—	W. Comfort	[illegible]	[illegible]	—

TOTAL PRODUCE.

United Mines	[illegible]	[illegible]	Treliel & Consols	[illegible]	[illegible]
Consolidated	[illegible]	[illegible]	Treverran	[illegible]	[illegible]
South Caradon	[illegible]	[illegible]	Wh. Ellen	[illegible]	[illegible]
Wh. Providence	[illegible]	[illegible]	East Downs	[illegible]	[illegible]
Hallenbeagle	[illegible]	[illegible]	Wh. Comfort	[illegible]	[illegible]
Fowey Consols	[illegible]	[illegible]			

Average standard, [illegible].—Average produce, [illegible].—Average price, [illegible].—Quantity of ore, [illegible] tons.—Quantity of fine copper, [illegible] tons [illegible] cwt.—Amount of money, [illegible].—Average standard of last sale, [illegible].—Average produce, [illegible].

COMPANIES BY WHOM THE ORES WERE PURCHASED.

	Tons.	Amount.
English Copper Company	[illegible]	[illegible]
Vivian and Sons	[illegible]	[illegible]
Freeman and Co.	[illegible]	[illegible]
Grenfell and Sons	[illegible]	[illegible]
Sims, Willyams, Nevill, Druce, and Co.	[illegible]	[illegible]
Williams, Foster, and Co.	[illegible]	[illegible]
Total	[illegible]	[illegible]

Copper ores for sale on Thursday next, at Tyack's Hotel, Camborne.—Mines and Parcels.—[illegible]—East Wheal Crofty [illegible]—South Wheal Bassett [illegible]—Camborne Vean, &c. [illegible]—Par Consols [illegible]—Fowey Consols [illegible]—West Wheal Jewel [illegible]—Wheal Trewavas [illegible]—East Pool [illegible]—Tretoil [illegible]—South Wheal Francis [illegible]—Wheal Harriet [illegible]—Cubes [illegible].—Total, [illegible] tons.

Copper ores for sale on Thursday week, at Andrew's Hotel, Redruth.—Mines and Parcels.—Carn Brea Mines [illegible]—Wheal Prosper [illegible]—United Hills [illegible]—Wheal Virgin [illegible]—Wheal Brewer [illegible]—Fowey Consols [illegible]—Wheal Darlington [illegible]—Tresavean Consols [illegible]—Botallack [illegible]—Harvey's Dome [illegible]—Levant [illegible]—West Tretheague [illegible]—Carn Perran [illegible]—Wheal Treasury [illegible]—Pembroke [illegible].—Total, [illegible] tons.

SALE OF COPPER ORES AT SWANSEA.

Sampled May 6, and sold on the 20th May.

Ores	Tons	Produce	Stand.	Price	Ores	Tons	Produce	Stand.	Price
Chili	[illegible]	[illegible]	[illegible]	[illegible]	Ballymurtagh	[illegible]	[illegible]	[illegible]	[illegible]
ditto	[illegible]	[illegible]	[illegible]	[illegible]	ditto	[illegible]	[illegible]	[illegible]	[illegible]
ditto	[illegible]	[illegible]	[illegible]	[illegible]	ditto	[illegible]	[illegible]	[illegible]	[illegible]
ditto	[illegible]	[illegible]	[illegible]	[illegible]	ditto	[illegible]	[illegible]	[illegible]	[illegible]
ditto	[illegible]	[illegible]	[illegible]	[illegible]	Cuba	[illegible]	[illegible]	[illegible]	[illegible]
ditto	[illegible]	[illegible]	[illegible]	[illegible]	ditto	[illegible]	[illegible]	[illegible]	[illegible]
ditto	[illegible]	[illegible]	[illegible]	[illegible]	ditto	[illegible]	[illegible]	[illegible]	[illegible]
ditto	[illegible]	[illegible]	[illegible]	[illegible]	ditto	[illegible]	[illegible]	[illegible]	[illegible]
Berehaven	[illegible]	[illegible]	[illegible]	[illegible]	Valparaiso	[illegible]	[illegible]	[illegible]	[illegible]
ditto	[illegible]	[illegible]	[illegible]	[illegible]	ditto	[illegible]	[illegible]	[illegible]	[illegible]
ditto	[illegible]	[illegible]	[illegible]	[illegible]	ditto	[illegible]	[illegible]	[illegible]	[illegible]
ditto	[illegible]	[illegible]	[illegible]	[illegible]	Crookhaven	[illegible]	[illegible]	[illegible]	[illegible]
Knockmahon	[illegible]	[illegible]	[illegible]	[illegible]	ditto	[illegible]	[illegible]	[illegible]	[illegible]
ditto	[illegible]	[illegible]	[illegible]	[illegible]	Tigroney	[illegible]	[illegible]	[illegible]	[illegible]
ditto	[illegible]	[illegible]	[illegible]	[illegible]	ditto	[illegible]	[illegible]	[illegible]	[illegible]
ditto	[illegible]	[illegible]	[illegible]	[illegible]	Valparaiso	[illegible]	[illegible]	[illegible]	[illegible]
ditto	[illegible]	[illegible]	[illegible]	[illegible]	Llandidno	[illegible]	[illegible]	[illegible]	[illegible]
Cobre	[illegible]	[illegible]	[illegible]	[illegible]	Dhurode	[illegible]	[illegible]	[illegible]	[illegible]
ditto	[illegible]	[illegible]	[illegible]	[illegible]	ditto	[illegible]	[illegible]	[illegible]	[illegible]
ditto	[illegible]	[illegible]	[illegible]	[illegible]	Connorree	[illegible]	[illegible]	[illegible]	[illegible]
ditto	[illegible]	[illegible]	[illegible]	[illegible]	Copiapo	[illegible]	[illegible]	[illegible]	[illegible]
ditto	[illegible]	[illegible]	[illegible]	[illegible]	ditto	[illegible]	[illegible]	[illegible]	[illegible]
ditto	[illegible]	[illegible]	[illegible]	[illegible]	American	[illegible]	[illegible]	[illegible]	[illegible]
ditto	[illegible]	[illegible]	[illegible]	[illegible]					

Total tons, [illegible].—Total amount, [illegible].

TOTAL PRODUCE.

Chili	[illegible]	[illegible]	Tigroney	[illegible]	[illegible]
Berehaven	[illegible]	[illegible]	Valparaiso	[illegible]	[illegible]
Knockmahon	[illegible]	[illegible]	Llandidno	[illegible]	[illegible]
Cobre	[illegible]	[illegible]	Dhurode	[illegible]	[illegible]
Ballymurtagh	[illegible]	[illegible]	Connorree	[illegible]	[illegible]
Cuba	[illegible]	[illegible]	Copiapo	[illegible]	[illegible]
Valparaiso	[illegible]	[illegible]	American	[illegible]	[illegible]
Crookhaven	[illegible]	[illegible]			

COMPANIES BY WHOM THE ORES WERE PURCHASED.

	Tons.	Amount.
English Copper Company	[illegible]	[illegible]
Freeman and Company	[illegible]	[illegible]
P. Grenfell and Sons	[illegible]	[illegible]
Crown Copper Co.	[illegible]	[illegible]
Sims, Willyams, Nevills, Druce, and Co.	[illegible]	[illegible]
Vivian and Sons	[illegible]	[illegible]
Williams, Foster, and Co.	[illegible]	[illegible]
Total	[illegible]	[illegible]

Copper ores for sale June [illegible].—Knockmahon [illegible]—Berehaven [illegible]—Cobre [illegible]—Cuba [illegible]—Ballymurtagh [illegible]—Allihies [illegible]—Australia [illegible]—Tyne Bay [illegible]—Namaqua [illegible]—Llandidno [illegible]—[illegible].—Total, [illegible] tons.

SALE OF BLACK TIN,

Sold on the 20th of May, at Charlestown Mines.

Mine.	Tons.	Price.	Amount.	Purchasers.
Charlestown	[illegible]	[illegible]	[illegible]	Williams, De Tunst.
ditto	[illegible]	[illegible]	[illegible]	De [illegible] and Co.
ditto	[illegible]	[illegible]	[illegible]	Williams & Co.

Total, [illegible] tons.—Amount of money, [illegible].

LATEST CURRENT PRICES OF METALS.

LONDON, MAY [illegible], 1846.

[illegible]

BIRMINGHAM METAL MARKET, May [illegible].—[illegible]

THE IRON TRADE.

[illegible]

We are grieved that many of the men do nothing to keep themselves [illegible] without the assistance of the police. The small-pox is prevalent in the place, [illegible] also the erysipelas. The long continuance of dry weather is a subject of [illegible] complaint, and many of our farmers are [illegible], or labouring, in consequence. [illegible] is scarce for the works.—*Correspondent of the Liverpool Mercury.*

GLASGOW.—This trade seems to be assuming a more active state than [illegible] [illegible], and the demand by the colliers and miners for an advance of wages [illegible] tend to keep up prices of every description of Scotch iron. The following [illegible] from the *Glasgow Herald*, are well worthy attention:—"The Scotch pig-iron [illegible] has assumed a much more healthy appearance this week than it presented [illegible] those speculators whose days of payment were coming round, found no [illegible] in selling, within the last two or three days, at about [illegible] per ton under the [illegible] prices. These parcels having been bought up by regular dealers, and [illegible] by masters, the trade will no doubt continue more steady than it has been of late; [illegible] from the great advance of wages the masters have given, and are again being [illegible] upon to give the workmen, it is thought prices must advance considerably [illegible] six weeks or two months of this date. We are informed that, if the men get [illegible] they at present ask, pig iron will cost the masters more than it did when they [illegible] selling at [illegible] ton some years ago. We find the dealers are holding for [illegible] prices, and all the masters have orders on hand for some months."—*Glasgow* [illegible]

PRICES OF MINING SHARES.

BRITISH MINES.

Shares.	Company.	Paid.	Price
[illegible]	Anglesey	[illegible]	—
[illegible]	Bell	—	[illegible]
[illegible]	Bedford	[illegible]	[illegible]
[illegible]	Botallack	[illegible]	[illegible]
[illegible]	Brittain Iron	[illegible]	—
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Brewer	—	[illegible]
[illegible]	Con. Tretoil Mining Ass.	[illegible]	[illegible]
[illegible]	Condurrow	[illegible]	[illegible]
[illegible]	Charlestown	—	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Comfort	—	[illegible]
[illegible]	Cook's Kitchen	—	[illegible]
[illegible]	Carn Brea	[illegible]	[illegible]
[illegible]	Callington	[illegible]	[illegible]
[illegible]	Caradon Consols	—	[illegible]
[illegible]	Cragg Brown	[illegible]	[illegible]
[illegible]	Combmartin	[illegible]	[illegible]
[illegible]	Carn Perran	—	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	East Pool	—	[illegible]
[illegible]	East Wh. Crofty	—	—
[illegible]	East Wh. Rose	—	[illegible]
[illegible]	Fowey Consols	—	[illegible]
[illegible]	Grambler & St. Aubyn	—	[illegible]
[illegible]	Great Consols	[illegible]	[illegible]
[illegible]	[illegible]	—	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Hallenbeagle	—	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	—
[illegible]	Levant	—	[illegible]
[illegible]	Lanarth & Penstruthal	—	[illegible]
[illegible]	Lewis	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Mostyn Mines	[illegible]	—
[illegible]	Mark Valley	—	[illegible]
[illegible]	North Roskear	—	[illegible]
[illegible]	North Hanmer	—	[illegible]
[illegible]	North Unions	[illegible]	[illegible]
[illegible]	North Wheal Rose	[illegible]	[illegible]
[illegible]	Newquay	[illegible]	[illegible]
[illegible]	West Fowey Consols	[illegible]	[illegible]
[illegible]	Par Consols	—	[illegible]
[illegible]	Pembroke Mine	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Sparra Mine	[illegible]	—
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]

BRITISH MINES—*continued.*

Shares.	Company.	Paid.	Price
[illegible]	Tamar Consols	[illegible]	[illegible]
[illegible]	Tincroft	[illegible]	[illegible]
[illegible]	Trewellard	[illegible]	[illegible]
[illegible]	United Hills	[illegible]	[illegible]
[illegible]	United Mines	—	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Wheal Francis	[illegible]	[illegible]
[illegible]	Wheal Virgin	—	[illegible]
[illegible]	Wheal Agar	—	[illegible]
[illegible]	Wheal [illegible]	—	[illegible]
[illegible]	West Caradon	[illegible]	[illegible]
[illegible]	Wheal Vor	[illegible]	[illegible]
[illegible]	West Wheal Jewel	[illegible]	[illegible]
[illegible]	West Treleigh	[illegible]	[illegible]
[illegible]	Wheal Rose	[illegible]	[illegible]
[illegible]	West Wheal [illegible]	[illegible]	[illegible]
[illegible]	Wheal Harriet	[illegible]	[illegible]
[illegible]	Wheal Fortune	—	[illegible]
[illegible]	Wheal Providence	[illegible]	[illegible]
[illegible]	Wheal [illegible]	—	[illegible]
[illegible]	Wheal Albert	[illegible]	[illegible]
[illegible]	West Bassett	[illegible]	[illegible]
[illegible]	Wheal Armed	—	[illegible]
[illegible]	Wheal [illegible]	[illegible]	[illegible]
[illegible]	Wheal [illegible]	—	[illegible]
[illegible]	Wheal Henry	—	[illegible]
[illegible]	Wheal Martha Consols	[illegible]	[illegible]
[illegible]	Wheal Treasury	[illegible]	[illegible]
[illegible]	Wheal [illegible]	[illegible]	[illegible]
[illegible]	[illegible]	—	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Wheal Trenwith	—	[illegible]
[illegible]	Wheal [illegible]	[illegible]	[illegible]
[illegible]	West Providence	—	[illegible]
[illegible]	Wheal [illegible]	[illegible]	[illegible]

FOREIGN MINES.

Shares.	Company.	Paid.	Price
[illegible]	Alten Mining Company	[illegible]	[illegible]
[illegible]	Anglo-Mexican [illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible] Imperial	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible] Company	[illegible]	[illegible]
[illegible]	Cobre Copper Company	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]

[illegible]

RAILWAY SHARE LIST AND TRAFFIC RETURNS.

[illegible]

JOINT-STOCK BANKS.

[illegible]

MISCELLANEOUS.

[illegible]

[illegible]